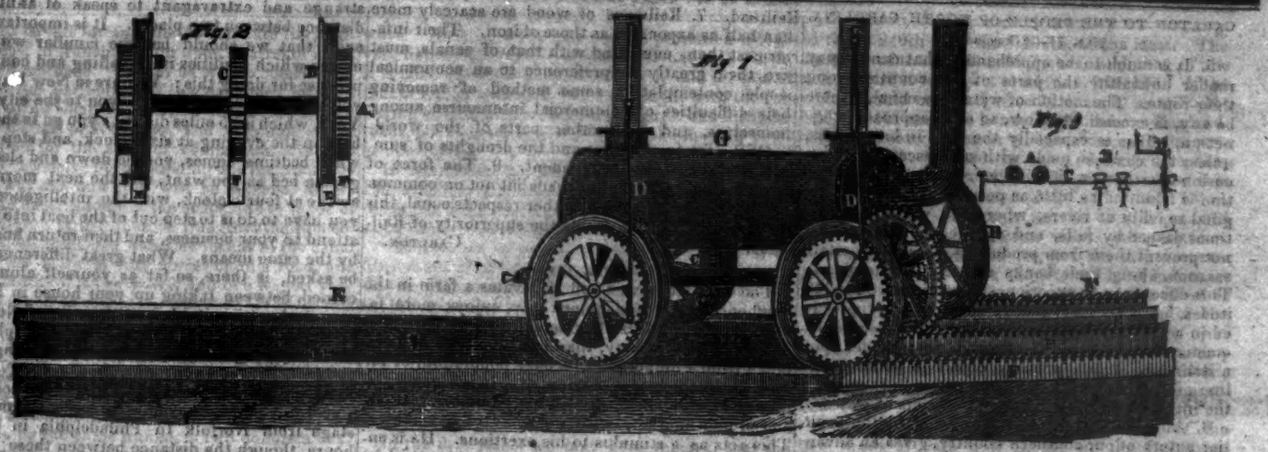

Figure 1.—A A, Segments, or Wheels cogged—B B, Original, or common Wheels—C C, Centre Wheel, cogged—D, Body of the Engine—E, Centre Rail, cogged—F F, Two Outside Rails, cogged. ..... *Figure* 2—Showing the same as the above in an erect position. ..... *Figure* 3—Represents the Apparatus for taking a Train of Carriages down hill, or on an Inclined Plane: A, Sheaves, stationary, on the axle or under the Engine—B, Circular Knobs, stationary at the top of the hill—C, Cord, or Rope, or Chain—D, Windlass, at the top of the hill—E, Post, at the foot of the hill, to fasten the Rope or Chain.

A new and useful improvement, made by Richard Berrian, of the city of New-York, on Wheels and Axles of the Locomotive Engine, as well as the Rails on the Roads, for the purpose of propelling Cars and Carriages over Hills and Mountains, on Inclined Planes, by means of Wheels or Segments, cogged, and attached to the sides of the large Wheels.—The rails may be on either side of the wheels, rising sufficiently high for the cogs to reach and run into each other. The rails must be laid down cogged, and fitted to receive the cogged wheel at the foot of the hill, or at any of the inclined planes intended for that purpose; or, you may lay down a cogged rail in the centre of those two that have already been laid down, or may hereafter be laid down, at the rise or elevation of a hill or mountain requiring the same to be done; or, you may place a stationary cogged wheel on the centre of the axle, to receive the cogged segment on the centre rail, then pass the ends of the axle through the boxes in the hubs of the wheels, cranked at the ends, so that they may be taken off or on, as occasion may require. The axle passing through the large wheels may revolve or not, as may suit best; or you may place boxes for the axle to run in under the floor of the locomotive engine, when more convenient.—As a substitute for the locomotive engine, with a train of cars or carriages, going down hill, if it should be found necessary so to do, place stationary sheaves or circular knobs on or near the axle, for a rope to turn round on, or either or all of them: after having fastened the rope well at the bottom of the hill, then run it up to the top, and take a round turn over one or more of those knobs or sheeves that are fastened under the cars, carriages, or engine; when on the hill, hook the other end of the rope to a windlass placed there for the purpose of a regulator, keeping the rope taut. Or, if the rope is run round the windlass knobs or sheeves, and hooked or fastened to the cars or carriages, a boy of fifteen years of age can take them down with ease, and that without injury.

NB.—If any thing should give way in going up or down hill, the Patentee has also a safety-guard, that will stop itself and the whole train of cars in an instant: the advantages of which will more fully appear by examining the model or drawing.—*New-York, October* 1, 1832.

RICHARD BERRIAN, Patentee.

RAILROAD JOURNAL,
AND ADVOCATE OF INTERNAL IMPROVEMENTS.

OFFICE, 35 WALL-STREET. NEW-YORK, OCTOBER 6, 1832. VOLUME I....NO. 41.

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☞ The JOURNAL AND ADVOCATE is published every Saturday, at No. 35 Wall street, New York, at three dollars a year, *in advance*.

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, OCTOBER 6, 1832.

There is nothing, perhaps, which more clearly demonstrates the immense resources of this young Republic, and the energy of its inhabitants, than the boldness with which its facilities for internal communication are undertaken to be improved, and the rapidity with which they are completed when undertaken. There is a remarkable and highly commendable trait in the character of our citizens, deserving of particular notice: it is that of *perseverance*, under great, and what to many persons appear insurmountable, embarrassments. It is, indeed, a rare occurrence that a public improvement of any considerable importance is commenced, and left unfinished: the work is completed, however great the unforeseen difficulties may prove; and, in many cases, the success is in proportion to the embarrassments which the Company had to encounter. The Delaware and Hudson Canal Company may be cited as a prominent instance of such embarrassments and such success. Their stock, at one time,—and within the last twelve months, if we recollect,—was down as low as sixty-three dollars per share, but, in consequence of the successful operation of the Canal, and the advantages which must result from it to this city, in furnishing so large a supply of fuel at rates lower than has formerly been paid, the [illegible] less will [illegible] to its par value. It will not, [illegible] crease in value as the importance of the work becomes more generally known. As with the Delaware and Hudson, so with the Morris Canal—a work of equal and perhaps greater boldness of conception, and its execution attended with greater difficulties; yet, by the energy and perseverance of its friends, and the skill and industry of its engineers, it has been brought to a highly successful termination, and has opened another of those great arteries, through which we receive the products of the country, by the *turning* of which thousands of our citizens live and prosper. May we not hope also soon to see this noble work duly appreciated, and its stock assuming its par value, that those who have been its friends in its days of darkness and doubt, may not be disappointed in their expectations and hopes?

The Camden and Amboy Railroad is, we learn, partly completed and in use. This road will probably be the most travelled of any in this country. The route between New-York and Philadelphia, when compared with the country north and south of it, may be likened to the connecting, or small part of an hour-glass: and in the ordinary course of business, the *moving* population of both wide-spread sections of country pass through it. It must, therefore, become a highly profitable investment to its enterprizing projectors. Passengers who leave Philadelphia at half past 6 in the morning, may dine in New-York at 4 P. M. as they are landed at half past 3 o'clock. The time is not far distant when *six* hours will be ample time to perform the journey.

Rapid Travelling.—From New-York to Burlington, Vt. a distance of about three hundred miles—which, thirty years since, was a ten days' journey—may now be performed with great ease (if the steamboat were to leave Whitehall at 5 P. M.) in thirty hours. Since the completion of the Railroad to Saratoga [illegible] Railroad from through Ballston and Schenectady, the distance is overcome in less time, with far less fatigue, and infinitely more pleasure, to the traveller, than by the old route; giving him an opportunity to test the much-boasted superiority of Railroads over every other mode of travelling. By this route we may leave New-York at 5 P. M.—take breakfast at Schenectady—dine at Sandy Hill—and sleep at Burlington, Vt. It also affords a pleasing variety of travelling, found in few other routes in this country, within the same distance.

By the annexed extract of a letter we are gratified to learn that a part—a small part, it is true—of the New-York and Erie Railroad will be examined and surveyed this fall, notwithstanding the delay which unavoidably attended the disappointment of the expectations of its friends. We most sincerely hope that the friends of this noble undertaking will keep an eye steadily to its accomplishment, as, in a very great measure, to its completion may this city look for a continuance of its prosperity and rapid growth, as compared with Philadelphia and Baltimore.

Extract from a letter to the Editor of the Railroad Journal, dated Monticello, Sullivan County, N. Y., Sept. 28th, 1832.

Sir—It may be gratifying to the friends of the New York and Erie Railroad to learn that the survey of the route near this place was commenced last week, under the direction of Col. Dewitt Clinton, and that it is proposed to continue the survey to the Hudson this fall.

The first ten miles of the route proves very favorable. The surface is comparatively even, and a gradual descent towards the Delaware and Hudson Canal of from 20 to 25 feet per mile. Respectfully yours,

J. P. J.

CARLTON TO THE PEOPLE OF NORTH CAROLINA.

NO. II.—[Concluded.]

5. It is much to be apprehended that canals may render unhealthy the parts of the country along their route. The motion of water in a canal, if there be any, is exceedingly slow, so as to approach stagnation. This is especially the case in long levels, unless the canal be made with such ascent as to occasion a current, which for convenience of navigation is admitted as little as possible. Even the original rapidity of rivers, where the water is sometimes dashed by falls, and agitated by rapids, does not prevent them from producing disease at certain seasons, along their banks and in their vicinity. This effect may be experienced even in northern latitudes, but it is especially to be dreaded and deprecated in a southern climate like ours. No such consequence threatens the inhabitant or the traveller upon a Railroad. It is a primary object in pursuing the line of such a structure to shun as much as possible the intersection of marshes and streams of water.

6. Another circumstance suggested by the peculiar nature of our southern country, gives an advantage to Railroads in comparison with Canals. Our principal rivers originate towards the western extremity of the State. Were a Canal attempted from the same distance in the interior, the long summers of our southern latitude, drying up all our smaller streams, and rendering very precarious supplies of water even from the larger, would make it necessary for such a canal, that it might be fed with certainty, to confine its course to some large river. Thus it would be perpetually intersecting the deep ravines which occur at small distances along the banks of a principal river. The consequence must be, numerous and large embankments, deep cuttings, bridges, or aqueducts, rocky excavations, locks and culverts, all of which are occasions of the heaviest expense in the completion of canals. A Railroad along extensive ridges, generally tending towards the point of destination, must be attended with signal advantages in escaping most of these embarrassments.

7. It is now ascertained that Railways may be constructed with all the necessary strength and firmness, out of wood, at a cost little more than half of that which must be incurred in making them of iron. If this be true in the northern part of our country, it must be eminently so our own State. The lasting and substantial pine abounding in our low country, and the no less solid oak of the western part, would leave us nothing to desire in [illegible] be of a sort that could be executed by our own people, under the direction of an engineer, as well as by any that could be found in other countries. It is computed that the interest of the money which must be paid for the iron more than for the wooden Railway, is more than sufficient to defray the expense of renewing it, at the time when it shall become necessary. The consequence must be that the latter is the cheaper of the two in the end, and it requires far less funds for its first accomplishment.

8. Another disadvantage incident to Canals in a comparison with Railroads, is the interruption of business on the former for a considerable time in the winter, from their becoming frozen. This is an evil which it is true prevails more in northern latitudes than in our own. It is one, however, from which we should by no means be exempt, especially in the higher parts of our country. But in the depths of summer we must be much more subject to deficiency of water in the streams on which canals depend for their supplies. On such causes as these the Railroad is wholly independent.

9. It is continually evinced by present practice, that steam can be employed in transportation by a Railroad. A locomotive engine of ten horse power goes four miles an hour with ninety tons in its train, and twelve miles an hour with twenty-five tons. As to canals for ships or steamboats, they are wholly out of consideration, in speaking of such as are ordinarily constructed through a country.

It has appeared then, from the whole comparison here made, that for many reasons Railways are preferable to Canals.

1. Canals must generally be much longer than Railways, between the same extreme points. 2. A mile of Railway, even if it be of iron, is less costly than a mile of Canal. 3. As large burdens can be transported with a given power in a given time, upon the one as upon the other. 4. The perpetual expense of maintaining a Canal with bridges and repairs is greater than that which is incident to a Railroad. 5. Canals, especially in a southern climate, may be well dreaded as sources of disease. 6. The face of our State, the courses of our rivers, and the ridges between them, are peculiarly favorable to the Railroad. 7. Railways of wood are scarcely more than half as expensive as those of iron. Their inferior cost then, compared with that of canals, must give them greatly the preference to an economical people contemplating some method of removing their difficulties of commercial intercourse among themselves, and with other parts of the world. 8. Of the frosts of winter and the droughts of summer, Railroads are independent. 9. The force of steam is applicable on Railroads but not on common canals. Were they in all other respects equal, this would be sufficient to decide the superiority of Railroads.

CARLTON.

NO. III.

The man who owns and cultivates a farm in the neighborhood of a populous city, enjoys more favorable opportunities for supporting a family and enlarging his property, than one who lives at a distance from a numerous and busy population, or far back in the interior of a country. It is because the productions of his farm and his garden have a fair and prompt market, with no delay of payment.—This acts as a stimulus to his exertions. He is encouraged to fertilize his grounds, to practise the best modes of cultivation, to be economical of his time, and not to be sparing of his toil. His trees are well selected, his orchards flourish, his meadows are luxuriant, and he is no less particular in the quality of his grains, roots and vegetables. He is so habitually in good spirits from knowing no necessity or debt, by unembarrassed command of his affairs, and by a regular growth of his prospects for himself and his children, that his labors, instead of being oppressive, are prosecuted with renewed interest, while he looks forward to their speedy and certain reward. It is no wonder, then, that such portions of our country as are in the vicinity of a dense and active population, should be remarkable for the prosperity of their inhabitants. The distant farmer shows his sense of this, and of his own disadvantages, while in cutting down the timber that encumbers his lands, and which is to be burned in heaps, as being only in his way, he remarks that were these masses of wood in certain situations, instead of causing him so much useless labor, they would speedily augment his fortune. What is here said of the farmer or planter, is no less applicable to all sorts of business. Mines of iron, coal, or lead, could they all be situated and worked near to seaport towns or large cities, or even very populous parts of the [illegible] prompt opportunities of sale. The advantages of all sorts of manufactories are estimable by the same considerations. Let us then suppose a farm, a workshop, or a mine, with all its means of being wrought, situated two hundred miles from the sea, to be taken up and put down again a few miles from a commercial city. The land which, before such a change, sold for three dollars, would sell for fifteen, perhaps thirty or fifty dollars per acre. The reason obviously is, that in its new situation, it has all the opportunities of a quick, convenient and ready money market. It would be a matter of small consideration, that the land at present was in an inferior state of cultivation. There is no danger that it would not soon become rich in these new circumstances. It would every year grow more fertile under the increased alacrity, ingenuity and management of the owner. If it were not subject, by some peculiar properties, to invincible sterility, he would think but little of its former unproductive condition. All this is evidently not less true of the mine or the workshop.

Such a case can only be imagined, and it is for the sake of illustration alone that it has been supposed. But to prepare the way definitively for the use of this example, let me repeat—What is it that causes the difference between the value of the farm and all its productions, in the one situation and in the other? It is in their distance from market. All that we have supposed is the annihilation of distance. If the necessity of so long a transportation did not exist, the farm that is two hundred miles from the seaport town, would be at once as valuable in every respect as if it were within one mile of it. With us in North Carolina, the one would be more highly prized than the other, because it would unite the same opportunities of market, and the same profits on everything sold, with the circumstance of living in a healthy country. Is there no way of annihilating distance, not in reality, but in all that the farmer would ask,—I mean its effects upon his opportunities? Are there no means of reducing these great distances to almost nothing, with respect to the disadvantage to which they subject him? The answer plainly is, that it can be done by a Canal or a Railroad. It may at first seem strange and extravagant to speak of annihilating distance between two places. It is important, however, that we should become familiar with those modes which facilities in travelling and conveyance propose for doing this: You are in New Haven, and you have business which calls you to the city of New York, which is 85 miles distant; you go to the steamboat in the evening at six o'clock, and step into it; when bedtime comes, you lie down and sleep on as good a bed as you want, and the next morning you awake at four o'clock, with the intelligence that all you have to do is to step out of the boat into the city, attend to your business, and then return home again by the same means. What great difference, it may be asked, is there, so far as yourself alone is concerned, between taking up your house in New Haven, and setting it down at the city of New York, and then returning it again to its proper place? Is there anything virtually incorrect in saying that the distance between your own house and New York has been removed as to the practical purposes of business? A person may now travel by steamboat and stage from Norfolk to Philadelphia in thirty-six hours, though the distance between these places is three hundred and fifty miles. By such methods of travelling as were once practised, at the rate of forty miles a day, he must have required nine days to accomplish it. When we say that by the improved methods of travelling, the distance has been annihilated, there is no longer that objectionable appearance of mystery or magic, which might at first have occurred to our apprehension.

Let it not be thought that the expense of such travelling has been studiously kept out of view.—The exposition is for the purpose of distinctly showing what is meant when, by certain modes of conveyance, distance is said to be annihilated. The passage from New Haven to New York must cost three dollars for the distance of eighty-five miles, and that between Norfolk and Philadelphia must cost twelve: everything in the latter instance being found to the traveller, through the distance of three hundred and fifty miles. But where men go such distances on business, it is really so great a privilege to effect their objects on those terms, and in most cases they gain so much by it in the end, that the expense is more than compensated by the advantages. When they travel for pleasure, we shall scarcely deny that their remuneration is greatly enhanced, or at least, that it is [illegible] subject.

A merchant in Norfolk, for we do well to illustrate by fact, reads in the newspaper that three days afterwards there is to be sold at auction in Philadelphia a large quantity of goods or property, in which he feels himself interested. In the last thirty-six hours before the time of sale, he passes to the city, defrays all the expenses of his passage with twelve dollars, makes his purchases, and possibly profits by them to the amount of some hundreds or even thousands. The cost of travelling, it is presumed, would no longer be named, and the distance between Philadelphia and his own residence, he will consent to say, has been reduced to little or nothing, by the facilities of the passage.

Travelling recently on the New York Canal, from Albany to Lake Erie, a distance of three hundred and sixty-three miles, I fell into conversation with a man by the name of Hooper, passing westward in the same packet boat.* He was one of your plain, substantial, sensible men, a good farmer, wholly of a practical character, on the soundness of whose opinions, and the correctness of whose statements, it was easy to see that reliance was to be placed. Said he, I live some distance up the country, along this Canal, and have been down to Schenectady to market. I took down five hundred and twenty-six barrels of flour in a boat, which cost about two hundred and fifty dollars. It was done by two men and two horses, and the whole trip will be completed in eight days. Had I done this by our old method with wagons and horses, along our turnpike roads, the same thing would have required 50 men, 50 wagons, and 100 horses, for sixteen days.†

* It is hoped the reader will excuse the egotism sometimes resorted to. It is thought important to build our opinions and views upon the foundation of facts; and the writer wishes to be held personally responsible for the truth of the circumstances here presented. The case cannot be mis-stated, for it was noted down on paper at the time, with repetition.

† The wagons here spoken of were two-horse wagons, such as are commonly used in that and other parts of the Northern country: but one of them carries at least ten barrels of flour. This they can do on their improved roads.

It might be left for any one to estimate the comparative cost of transportation upon a barrel of flour, by the two methods. But let us stop to consider intelligently the particulars of this example; for as a fact, it is of no small importance in determining the merits of Canals or Railways, and common roads. Let us admit for the sake of comparison, that one boat is as expensive in the building and maintenance as three wagons, and this will be a liberal allowance to the disadvantage of the boats, and in favor of land carriage. It will then be true from the preceding statement, that one horse by means of the canal performs the work of fifty horses upon a road, one man the work of twenty-five, and one wagon very nearly as much as seventeen wagons. Nor is this the full account of the matter; for the man, horse and wagon, do that in one day which the twenty-five men, fifty horses, and 17 wagons do in two days.—Now if we suppose the day's work of the man to be one dollar, that of the horse half a dollar, and the wagon to be worth fifty cents a day, the value of the work done by the three united, is two dollars a day, and the value of the work done by the twenty-five men, fifty horses, and seventeen wagons, in one day, will be fifty-eight dollars and a half, or one hundred and seventeen dollars in two days.

To display this more clearly, we shall set down the two comparative statements with numbers.

1 man -	$1 00
1 horse - -	50
1 wagon -	50
For one day - -	$2 00

This shows the expense of conveyance upon a canal for one day to be two dollars, while the cost upon a New York turnpike road is as follows:

25 men	$25 00
50 horses - -	25 00
17 wagons - -	8 50
	$58 50

This being doubled for two days makes $117.

It plainly follows then that when the cost of carriage on the turnpike amounts to one hundred and seventeen dollars, it is no more than two dollars by a Canal; or which is the same thing, that which may be conveyed upon a Canal or Railway for one dollar, will cost fifty eight dollars and a half upon the turnpike road. Now it is a certain fact, that upon a turnpike in the State of New York, two horses carry ten barrels of flour, which is an ordinary load for four horses upon our common roads. For the sake of bringing the difference home to ourselves, we must then continue and say, that when conveyance on a Canal or Railway is at one dollar, it will be at one hundred and seventeen dollars by our ordinary mode of transportation by wagons.

The liberty here taken in speaking of the Canal and the Railway as alike in their efficiency for transportation, is founded upon the present decisive opinion of engineers, upon such experience as is now daily exhibited both in England and America, and upon such evidence as has been given in the preceding number.

Were a Railway constructed from the mountains to Beaufort on the seacoast, produce could be transported from one end of it to the other, through a distance of three hundred miles, in three days. This must be evident as soon as we reflect that regular line carriages, with proper change of horses, travelling night and day, will accomplish the distance in three days, at little more than four miles an hour. It is unquestionably in our power to complete such a Railroad, without the least inconvenience to the people, in seven years. Shall we then delay a moment seriously to commence a plan, which if accomplished, must be of inestimable importance to the State? It is for the people to say whether they will employ as soon as possible such an engineer, as shall in a few months give us an enlightened, correct and conclusive estimate of the manner, the means, and the expense.

CARLTON.

Documents relative to the comparative merits of Canals and Railroads, submitted by Mr. Howard, of Maryland.

Engineer's Office, Baltimore and Ohio Railroad, Baltimore, March 5, 1832.

To Philip E. Thomas, President, &c.—In accordance with thy request, I have read document No. 18, of the House of Representatives, 1st session 22d Congress, and now submit the following report and accompanying documents on the subject of the relative advantages of railroads and canals.

It is regretted that more time could not be allowed for the compiling of statements and explanations with regard to the relative merits of canals and railways. As it is, what can now be presented will be very limited and brief, and much short of that which, it is conceived, the subject demands, and far less of that of which it admits. We shall begin with the following comparison of canals, railways, and turnpike roads, with regard to the effects of the moving power upon them.

In document No. 18, (before mentioned,) page 190, after quoting from N. Wood's Treatise on Railroads, ed. 1825, and from Tredgold's Treatise of the same date, is the following paragraph, to wit:

"It is proper to remark, that from Tredgold, as from other English treatises on railroads, passages may be extracted less favorable than the preceding to the superiority of canals; but enough is here quoted to show the uncertainty which hung over the question—whether canals or railroads were to be preferred for the transportation of persons and property. No two authors, scarcely, will be found to concur, precisely, in opinion on the subject; nor the same author with himself."

In the first place, we may here remark, that the disagreement of authors with each other, or with themselves, cannot be received as good evidence against improvements, either in mechanics or in modes of conveyance, any more than difference of opinion, opposition, or even apparent inconsistency, in the members of a legislative body, would be valid evidence against bills or amendments: for, otherwise, improvements in the one case, and amendments in the other, would be indefinitely postponed. The truth, however, is, that public opinion will always be founded upon the facts, as they shall be, from time to time, developed and shown to exist, with regard to all improvements; and public opinion will seldom err. Turnpike roads, canals, the steam engine, and steamboats, have each, in turn, in spite of powerful opposition, received the sanction of public opinion. Railroads are now upon the stage, and are being subjected to the same great and discriminating ordeal; and when we reflect upon the magnificent results which their success, coupled with the application of steam, upon them, will produce, we can neither wonder that their introduction should be opposed, nor doubt of their triumph.

The author of the document, whose object would appear mainly to have been to determine Congress and the public in favor of the canal, and against the railroad, *here acknowledges* that passages more favorable to the railroad system exist in the works of those authors.

Now, what are the facts? The compiler of document No. 18 has quoted from English works seven years old. Seven years is a long period, when measured by the time elapsed since the application of railways to the purposes of general conveyance.—Within this period, very great improvements have been effected, not only in the formation of railways, but in the application to them of machinery, and motive power.

These improvements have been such as to double or treble the useful effects, and even to *quadruple* the attainable velocity which had previously been had upon railways. The *relative* friction, or *traction*, upon level railways, in the year 1825, was set down by Tredgold at the 1-144th part of the weight moved, and his table V.," copied on page 189, document No. 18, was calculated accordingly; whilst Wood, in his treatise of the same date, (1825,) expressed his opinion, derived from experiments, to be that the traction may be taken at the 1-200th.

Since that time, however, the common railway car, in England, has undergone improvements, and the friction is stated, in the second edition of Nicholas Wood's Treatise on Railroads, London, 1831, to be the 1-240th of the weight. In this country, and on the Baltimore and Ohio Railroad, several of the greatest recent improvements in railway cars have been made. These have resulted from the formation and bringing into practical use, on this road, two kinds of cars; one of which having friction wheels pendant upon the ends of the axles of the road wheels —the other a plain, simple, chilled box, with outside bearings and steel pointed journals; and from the use of the *cone and cylinder* wheel. And there is no doubt that the cars in use on this railroad are by far the best extant, in Europe or America.

From a set of experiments made on the Baltimore and Ohio Railroad, the relative friction, or the force of traction on a level, will be, with a full load, when the chilled box car is used, the 1-258th, and when the Winans friction car is employed, the 1-450th of the weight of the car and its load. These experiments were made with two cars of each kind, and the results just given are the averages. To meet practical imperfections, some allowance must be made; but there is no doubt, that, in practice, these ratios will be the 1-240th and the 1-400th, at the least. The diameter of the wheel is 30 inches, and that of the axle, where it is subject to friction, 2 inches. If the wheel should be enlarged to 36 inches, as will probably be the case, as is now preferred in England, then the relative friction will be reduced in the proportion of 36 : 30, and the ratios for the two cars will be 1-288th and 1-480th. Moreover, whilst it is believed that the diameter of the axle cannot be reduced in the Winans' car, lest its attrition should prove injurious to the friction wheel, yet it is otherwise with the chilled box car, and the axle now employed for this car has a diameter of 1 3-4 inches.—This, again, has the effect of reducing the effect of friction in proportion as 2 : 1 3-4. Hence, in the chilled box car, with 30 inch wheels, as now used on the Baltimore and Ohio Railroad, the traction on a level is the 1-274th, and, with a 36 inch wheel, the 1-329th. And these may be set down, in practice, at the 1-264th and the 1-300th.

The limits of practical perfection, then, of the two kinds of cars now in use on the Baltimore and Ohio Railroad, when wheels three feet in diameter shall be employed, will be such, that with the one, 1 lb. traction will draw 300 lbs., and with the other 450 lbs. Whilst at present, as they are now furnished on the Baltimore and Ohio Railroad, with 30 inch wheels, 1 lb. will draw 264 lbs. upon one car, and 400 lbs. upon the other.

Through the perseverance of our ingenious countryman, Ross Winans, the inventor, and the patronage of the Baltimore and Ohio Railroad Company, the friction car has gradually assumed more fitting proportions and consistency of parts, until it has arrived at a practical state that will ensure its use upon railways. In all our comparisons, therefore, of great lines of railway and canal, we are fully authorized to assume the traction necessary with this car upon railways, when three feet wheels shall be used; but, as hitherto, 2 1-2 feet wheels have been running upon the Baltimore and Ohio Railroad, and as it may be more satisfactory to some that the comparison, in relation to friction, should not, in behalf of the railway system, contain anything not experimentally tested, we shall, for the present occasion, employ the traction of the 1-400th.

With this measure, let us correct the Table V, page 189, of Doc. No. 18, which Tredgold, seven years ago, formed with a view to his then opinion of a traction of the 1-144th, and we shall then see in what relation the effects of a given power upon railways will stand, when compared with those upon canals and turnpike roads.

TABLE V.—*Corrected.*

A Table showing the effects of a power, or force of traction, of 100 lbs. at different velocities, on Canals, Railroads, and Turnpike Roads.

Miles per hour	Feet per second	Load moved by a power of 100 lbs. at different velocities. On a Canal. Total mass moved.	Effect.	On a level Railway. Total mass moved.	Effect.	On a level Turnpike Road. Total mass moved.	Effect.
2½	3.66	Lbs. 55,500	Lbs. 39,400	Lbs. 40,000	Lbs. 30,000	Lbs. 1,800	Lbs. 1,350
3	4.40	38,342	27,361	40,000	30,000	1,800	1,350
3½	5.13	28,316	20,100	40,000	30,000	1,800	1,350
4	5.86	21,680	15,390	40,000	30,000	1,800	1,350
4½	6.60	17,875	9,850	40,000	30,000	1,800	1,350
5	7.33	9,635	6,840	40,000	30,000	1,800	1,350
5½	8.06	7,080	5,625	40,000	30,000	1,800	1,350
6	8.80	4,830	3,840	40,000	30,000	1,800	1,350
6½	9.53	3,420	3,040	40,000	30,000	1,800	1,350
7	10.26	3,168	2,462	40,000	30,000	1,800	1,350
7½	11.73	1,900	1,350	40,000	30,000	1,800	1,350
8	13.20						
8½	14.66						
9	19.90						

From an inspection of the *corrected* table, it will appear, that, when the velocity is 3 miles per hour, (instead of 5 miles, as indicated in the former table,) it requires less power on the railway than on the canal, to produce an equal effect. From a strict calculation, it will be found that the power required

will be *equal* when the velocity is 2 86-100 miles per hour, or 4 2 feet per second.

According to Tredgold, the maximum of useful effect of the labor of a horse will be obtained from a duration of 6 hours of labor per day, at a velocity of 3 miles per hour, and the mean power of traction will be 125 lbs. The railway will, therefore, have the advantage of the canal, at a rate of speed best suited to the action of the horse. And it will also appear that the effect on the railway is to that on the turnpike road as 22 to 1.

We see, therefore, that the comparison between canals and railroads is vastly more favorable to the latter, than when Tredgold, in his treatise on rail roads, remarked, that, "recollecting that railroads are yet in an imperfect state, while the united talents of our civil engineers have been chiefly devoted to canals for about a century, we may confidently hope that there is yet scope for improvement; and we may fairly infer, that, for new works, Railroads will, in nine cases out of ten, be better adapted for the public benefit than can canals."

Seeing, therefore, that the improvements in Railways and cars have been such, that, with a velocity of three miles per hour, the effect is greater than on a Canal, and that, at higher velocities, the effect will be vastly more decided in favor of the Railway, in consequence of the resistance in the Canal increasing in a duplicate ratio of the velocities; and when we also reflect upon the very great improvements which have, in the last two or three years, been made in the locomotive steam engine, and consider the paramount importance of speed and certainty, to to a travelling and commercial people, more especially in a country of such extended surface as the United States, *and that this avenue of communication will be open throughout the year*, in winter as well as in summer, shall we hesitate to say, what the author just quoted would, under the same circumstances, undoubtedly say, that the Railway should be preferred in ninety-nine cases out of a hundred?

As the late edition of Wood's Treatise on Railroads has not been mentioned in Doc. No. 18, it is probable the compiler of that document had not seen it. And, inasmuch, as the chapter which treats of the comparative merits of canals and railways has been improved in this edition, and likewise contains a commentary upon experiments said to have been made in Scotland, tending to show the practicability of high velocities upon canals, (See Doc. No. 18, page 31 to 34); it is thought proper to give that short chapter at length; it is accordingly appended hereto, and marked No. 1.

In estimating this chapter, however, a similar correction, though not to the same amount, must be made, as has been applied to Tredgold's Table V.—Owing to the improvements already mentioned, the canal, although with horses at a speed of two miles per hour, it is superior to the Railroad so far as regards the effective power of traction, yet it is not so in as great a proportion as 3: 1, and instead of an equality of effect taking place at 2 1-2 miles per hour, as Wood has it, we have shown that the effect of the power of traction with Winans' cars on a level railway, will be equal to that on a canal, when the velocity upon each is very little more than 2 3-4 miles per hour; whilst, at 3 miles per hour, the performance on the railway will evidently preponderate.

To show the performances of locomotive engines according to the state of improvement which existed in the year 1830, and their comparison with respect to the power of horses upon railroads, certain copies of tables, and extracts from the same work, are also annexed, marked No. 2.

In the year 1828, the power of the locomotive engine was no more than sufficient to propel itself up an ascent of 1 in 96, at the rate of 10 miles per hour, without dragging any load after it. In the course of two years after, however, such were the improvements made in this engine, that it could draw up that ascent, a train of cars, weighing, with their freight, 17 tons, at ten miles per hour; at the same time, it could draw, on a level, at the same speed, 53 4-10 tons; at 15 miles per hour, 30 tons; and at 20 miles per hour, 15 tons.

Of the cost of motive power.—According to Tredgold, the power of traction of an average horse, is 125 lb.; and his useful effect is a maximum, with a velocity of 3 miles per hour, continued 6 hours in the day. The resistance with the Winans' car, is the 1-400, and the gross load for one horse will be 125 × 400=50,000 lb.=22 32-100 tons, drawn 18 miles in a day. Deducting one-fourth part for the weight of the cars, the freight will be 16 74-100 tons drawn 18 miles per day. But, as the most economical ratio of weight between that of a car and its load is 1 : 3, and as the weight of a car to carry three tons, is one ton, we shall therefore on the present occasion, assume the proper weight of each car to be one ton, and its freight three tons, as a general rule upon great lines of Railway. The horse will not draw six of such cars when fully laden; his load, therefore, must be five cars, containing 15 tons of freight drawn twenty miles, (and not eighteen miles) in a day, equal to 300 tons drawn one mile in a day.

One man may drive two horses, but we shall, at present, allow a man to a horse and five cars. The average daily wages of a man will be about 80 cents, including board, and the average cost of a horse, including harness and every other expense, about 40 cents; of both together 120 cents—120-300=2-5 of a cent per ton per mile.

The five Winans' cars will cost, in their construction, $750, and they will probably have to be renewed after five years' use; at the end of which time the materials will be worth $250; loss $500. The annual incidental repairs, for five years, may be set down at $80; and, supposing one third part of the entire number of cars to be inactive depots, sidings, and shops, then the calculation of the expense attendant on these cars will be as follows:

1. Annuity to produce $500 in five years: interest at five per cent. per annum,	$90 51
2. Interest on $750 at six per cent.	45 00
3. Annual incidental repairs,	80 00
4. Interest on spare cars, one third,	15 00
Amounting to	$250 51

300 tons conveyed 1 mile in a day, for the year of 312 days, make 93,600 tons conveyed 1 mile, at an expense for cars equal to $230 51. The expense per ton per mile will, therefore, be 23051-93600=a little less than one fourth of a cent, or more exactly, .2461 of a cent.

The consumption of oil with the Winans' car is exceedingly small, perhaps not so much as the one-twentieth of a cent per ton per mile, and the summary will be as follows:

Cost of drivers and horses per ton per mile,	= .4 cts.
Do. of cars,	= .2461
Do. of oil,	= .05
Amounting to	= .6961

or a little less than 7 mills per ton per mile, when one man drives one horse.

It is, however, considered practicable for each man to conduct two horses, in which case, half the wages of a man, or 40 cents per day, would be deducted in the foregoing calculation, and the expense of transportation, including cars and oil, would then be 5 3-5 mills per ton per mile.

If to these amounts we add 10 per cent. to cover the pay of agents employed to regulate the transportation and contingencies, which is conceived to be ample on a line where much business is correctly carried on, there will result 76 1-2-100 of a cent. per ton per mile for the cost of transportation, when each man drives one horse, and 62-100 of a cent per ton per mile, when one man drives two horses; and the gain in the latter case will be 19 per cent.

It must be borne in mind that the foregoing estimates are predicated on the assumption that common, or medium, horses only, so far as regards their power of traction, are to be employed, whilst the cost is enough to command horses of a heavier draught, and yet sufficiently active for the purpose required.

Upon the Cumberland road, and indeed through out from Baltimore to Wheeling, the turnpike road is very hilly. The maximum grade employed in the location and construction of the road, was five degrees, equal to about 1 in 11 1-2, and there frequently occur stretches of road for miles together, ascending mountains at an ascent of 1 in 12. Let us see what is here the actual draught of a horse. The common load for a team of five horses is 4500 pounds of freight, plus 3000 pounds for weight of wagon, equal to 7500 pounds, or 1500 pounds per horse. The resistance on a level is the 1-18th of this, equal to 83 pounds, whilst the gravity on the ascent is the 1-12th, or 125 lbs. But the resistance in passing up the ascent is the sum of these, i. e. 208 pounds. Moreover, the horse has, in addition to these, to overcome the gravity of his own body, which, if he shall weigh 750 pounds, is 750-1 2=62 pounds. This added, shows the force of traction to be really 270 pounds, when all the five horses draw simultaneously, and equally, and the road is good. These conditions, however, are frequently not verified, and there is doubtless a necessity in this service to employ horses that shall be capable of exerting a muscular energy of 300 pounds, at least. Now, the proper constant working energy of a horse, (and it is the same with mechanical agents of all kinds, including the steam engine,) is the one half of his capable energy. See note, p. 68, also p. 84, Tredgold's Treatise on Railroads, N. Y. ed. 1825. Consequently, the horses employed upon the Cumberland road, are capable of a constant draught, during eight hours each day, of 150 pounds. And this happens to be the same as the horse power established by engineers as the unit of measure in reckoning the power of the steam engine.

The time these horses employ in performing the trip from Baltimore to Wheeling, 266 miles, over this hilly road, is usually 15 days, averaging 18 miles per day; and they could, with equal, if not greater ease, travel 20 miles per day, on a Railroad, with the same draught. Upon the level parts of the Railway, the horse could occasionally take advantage of the momentum of the load, and relax his traces, whilst, upon the descending parts, his load would at all times be less than ordinary, and where the descent was 15 to 20 feet per mile, he would be entirely free from draught, inasmuch as the gravity would equal, and perhaps exceed, the friction of the cars. Moreover, upon the Railway, he would be entirely relieved from *holding back*, for, in case the gravity upon a descending part of the way should exceed the friction, the conductor of the train would apply the *brake*, and effectually regulate the motion of the cars; and, we may remark, by the way, that, upon a canal, the draught is necessarily almost a constant tug, and does not admit of relaxation without coming to a pause, when there is a loss of time; added to this, the animal has to draw at the end of a long elastic rope not parallel to the direction of motion, thereby suffering a partial distress, together with a loss of effective power in the ratio of the co-sine to the sine of the deviating angle.

We see reasons, therefore, for the conclusion that, in general, the horse will work and thrive better in operating upon a Railway than in tugging upon the tow-path of a Canal.

Having shown that the horses employed upon the Cumberland turnpike road are competent to a traction of 50 lbs. each, and that they could exert this force for 20 miles a day on a Railroad, we will next compare their power with that counted upon in the preceding sentiments in relation to horse power upon the Railway. We there assumed the working power to be 125 lbs.; hence, the double of this, or 250 lbs., will be the muscular energy of this horse. He would, therefore, not be so powerful by 20 per cent. as one of those which have to work upon our turnpike roads, and he would be entirely inadequate to the work that has there to be performed.

Unless the Railway, therefore, is exactly level, there will be a decided advantage in using the more powerful horse, since he will be able, with the same train, to surmount ascents that, with the weaker horse, would be impracticable. At the same time, it is not recommended that the stronger horse, tho' able to draw *six* cars, should be made to draw a train of more than five, on a level, inasmuch as he would be able, with this load, to traverse occasional ascents of from 15 to 20 feet per mile, whilst his speed would be somewhat augmented on the level parts, in order to compensate there for his want of a full load. It is proper to state, however, that the load of this description of horse being precisely the load of the other augmented by one fifth of it, that is, six laden cars, the useful effect, when measured as it should be by the relative cost of transportation, will exhibit a gain of ten per cent. since, in pursuing the calculation, the cost in the case where one man attends one horse is found to be the 69-100 of a cent per ton per mile, inclusive of agencies and contingencies. There cannot be a doubt, therefore, that upon a railway that shall undulate in its grade within the limits of 20 or even 30 feet per mile, the transit will be effected with horses at a cost varying very little, if any, from three-fourths of a cent per ton per mile; and, in all cases where the descent of the line shall be in the direction of the movement of the greater tonnage, as will often be the case, the cost may be reduced even to 1-2 a cent. This is the result when each man drives but one horse, but if one driver shall conduct two horses, the three-fourths will be reduced to three-fifths of a cent per ton a mile.

Upon the whole, therefore, and considering that the cost of subsistence and labor will continue to be cheaper in the interior of the country than is here calculated upon, there does not appear any valid reason to estimate the cost of transportation of commodities by means of horse power, at a rate per ton per mile greater than three-fourths of a cent.

It is true, that to effect this result, the railway

the machinery, and the management, must be good. But what object is there, to which the attention of man is properly and lawfully directed, that does not merit, if it does not absolutely require, industry and systematic attention? In Doc. No. 18, herein before referred to, in the letter from Benjamin Wright, civil engineer, is this sentence, p. 174, to wit: "But the great advantages a canal will always have over a railroad consists in the little mind or thought that is required to use it;" an objection which, no doubt, canals themselves had once to encounter, and which would be equally valid against the steam engine, steamboats, and a host of other splendid inventions and improvements; if, indeed, it does not (though certainly unintentionally) strike at the root of all advancement in the application of science and the arts to the improvement of our physical and mental condition. Are our countrymen prepared for this objection? Shall a people who have assumed the responsibility of self-government, and, in consequence, have become a great nation, refuse to applaud the genius of their Fultons, and demur at the further advancement of their country in the mighty march of improvement, in order to repose ingloriously in littleness of thought and inactivity of mind? Certainly not. The genius of the people forbids it, and the age forbids it. Judge Wright thinks he is probably in the minority of the United States on the question between railroads and canals, and that the public mind does not take all circumstances and bearings into consideration when they undertake to give opinions. He says, also, (p. 174) in the case of the Baltimore and Ohio Railroad "we are kept in the dark about wear and tear."

The expression "kept in the dark," seems to imply a belief in the mind of the respectable writer that all was not as it should be; that *something* was kept hidden that ought to be divulged or communicated to the public. Now, the fact is, the company have never yet been prepared, nor have their works been so advanced or matured, as to enable them to make definite and official statements of wear and tear to the public, in their annual reports, that could be relied upon in determining important principles, much less of exhibiting *practical results* that should fix the precise amount or relative degree of wear and tear. And until they can make statements which are not calculated to mislead, and which shall be freed from the contingencies incident to a new work of a comparatively new description, and from the expenses incident to the bringing to practical perfection of two new kinds of cars, that it is believed will be found superior to all others hitherto employed upon railways, they will no doubt be excused. It is conceived that the public will be much less interested in knowing the amount expended in the inventing and perfecting of a machine, than in its powers and the expenses attendant upon its employ when brought into practical use. Nevertheless, I have, on the present occasion, given an approximate estimate, according to the best of my judgment, and of the probable practical cost of the Winan's car, and its wear and tear, and this will be the most expensive of the two kinds, not only in the construction, but in the wear and tear.

With regard to the criticism preferred in pages 193, 199, of Doc. 18, in relation to the expenses of transportation on the first 13 miles of the Baltimore and Ohio Railroad, as stated in the 5th annual report of the company, in which the passengers are rated at 12 to the ton, and, after adding the tonnage thus made out to that of the commodities calculated from the actual expenses incurred, the author infers that the cost of moving power is more than 4 1-2 cents per ton a mile. It may be remarked, that the expenses in the incipient stages of all new works will range far above the average of what they will be when every thing comes to be regular and systematic. But in this instance, the result is as unfavorable as can well be conceived, inasmuch as, coupled with the disadvantages already alluded to, a much greater number of men and horses had to be kept in pay and on hand than were sufficient to afford the effective power exerted in the nine months. As the weather was fine or otherwise, the passengers of pleasure were numerous or none at all; yet, still, establishments had to be nearly day maintained to the extent adequate to the demand of any day. But, further, in consequence of passengers not being paid for by the ton, it does not appear fair to bring this item to the standard of so much per ton per mile; and, what is of so much consequence with regard to this deduction, is, that it should be recollected that much the greater part of the gross tonnage was conveyed *by horses* at the speed of *ten miles per hour*. Now, the effect of a high velocity with a horse in lessening his useful effect is very great. In table VI. p. 169, Tredgold's treatise, already referred to, it is shown that the useful effect of a horse, when working on canals, at ten miles per hour, is only the 1.79 of that which it would be with a velocity of 2 1-2 miles per hour, whilst, on railways and turnpike roads, it would be the one-fourth part. We see, therefore, that altho' the action of the horse has such a decided advantage upon the railway over that upon the canal when the velocities are considerable, yet, even upon the railway, his useful effect, when he is put at a speed of 10 miles per hour, is diminished three-fourths; and, consequently, the expenses of transit would become increased in the proportion as 4 : 1, beyond what they would be with a velocity of two and a half miles per hour.

When these things shall be taken into the account, as it is not doubted they will be by the public, it will be conceded that the results afford no just ground for the disparagement of the railroad system.

It may likewise be stated, that, although the passengers were almost altogether conveyed in carriages made upon the Winans' friction wheel principle, it was otherwise with the freight; much the greater portion of which was conveyed in the chilled box car. Now it has been shown, that the friction of the first car is to that of the last as 1.400 : 1.264.—We have also shown, that, with the Winans' car, a horse will draw 300 tons, one mile in a day. Consequently, by proportion, as 400 : 264 :: 300 tons : 198—the effective daily work of a horse with chilled box cars, so far as depends upon the friction. But, upon making a strict estimate, proportioning the number of cars in the train, and making allowance for the lesser weight of this car in proportion to its strength, we find the effective power of a horse to be 220 tons drawn one mile in a day; and it will be recollected that the report of W. Woodville, the superintendant of transportation, gives 227 1-2 tons. Although the whole annual charge attendant upon these cars, embracing repairs, renewals of interest on capital, will not be far from $30 for the chilled box car, to $45 for that having friction wheels, supposing two-thirds of their number to traverse 20 miles in a day for 312 days, or, 6,240 miles in the year, whilst the residue of the cars shall be stationary for the purpose of repairing, or for other cause; nevertheless, it is conceived that the cost of transportation has been enhanced to an amount beyond what it would have been with the exclusive use of the friction car in the state of comparative durability to which it has recently been brought.

[*From the Cambria Democrat.*]

ALLEGHENY PORTAGE RAILROAD.—The leading article in the Philadelphia Gazette, of August 1st, was a notice of the Allegheny Portage Railroad, which from the extensive circulation of that paper, has been copied into various journals throughout the State, and also in New York, and Boston.

In that account the rails for the Portage road are stated one of cast iron, which is incorrect. They are to be of rolled iron, in lengths of fifteen feet. They will weigh forty pounds per yard; and resemble in their general form those used on the Preston and Wigan railway in England; which are stronger and less liable to be displaced, than the rails of the Liverpool and Manchester road. The stone blocks contain 3 1-2 cubic feet each, weighing about one-fourth of a ton. They are placed three feet from centre to centre, surrounded by broken stone, and the cast iron chairs which support the rails are firmly spiked to them. Contracts have been made for furnishing the rails and chairs, and for laying a single track of railway, with the necessary turn outs, throughout the line from Holidaysburgh to Johnston, a distance of thirty-six miles and two-thirds.

The graded bed of the railroad is 25 feet wide, with appropriate side ditches and drains. A considerable part of the grading is done; and a force of about 2000 men is now employed upon the line.

The ascent on the eastern side of the mountain is 1399 feet, and the descent on the western side 1172 feet. There are five inclined planes on each side, varying in length from 1500 to 3100 feet. They are all straight, and their inclination with the horizon is between four and six degrees.

The Allegheny Portage Railroad connects with the Juniata Canal, at the town of Holidaysburgh, in Huntingdon county; and passes up the narrow valley of Blair's Gap Run, ten miles, to the summit of the mountain at Blair's Gap; which is passed by a cut of twelve feet deep. The line then runs along the western slope of the mountain to the head of the Conemaugh, and follows the valley of that stream to the borough of Conemaugh, commonly called Johnstown, in Cambria county, where the Railroad ends, and the western division of the Pennsylvania canal commences. This canal is now navigable throughout its whole course to the city of Pittsburg.

The most prominent works on the line of the Railroad are the following:—A stone viaduct over one branch of the Juniata, at Holidaysburg, which has two eliptical arches, each of 40 feet 4 inches span. As the line crosses the stream obliquely, the arches are skewed so as to vary 35 degrees from right angles with their abutments; these arches are being built of cut stone, the beds of which are warped surfaces.

The scenery in the vicinity of the great viaduct over the Little Conemaugh river is of a singularly wild and striking description. The river forms a loop, about two miles in extent, around the base of a mountain, returning almost to the place of beginning; at this point there is a very narrow gap in the dividing ridge through which the Railroad passes. In running this distance the river falls about forty-five feet, and as the Railroad cuts off the bend, a viaduct seventy feet high above the water becomes necessary. This is now being built of sand stone, in the most substantial manner, with a semi-circular arch of 80 feet span.

The Tunnel, through a spur of a mountain four and a half miles from Johnstown, will be 880 feet long, through rock, and will save about two miles in distance.

When finished, it will be twenty feet wide and nineteen feet high in the middle—it is now cut larger, in order to admit of an arch; and about one half of the excavation of the tunnel is now done.

S.

ROCHESTER, Sept. 28.—*The Railroad*, between the Erie Canal and the head of navigation on Genesee River, was yesterday opened for passengers.—The pleasure carriages were for the first time placed on the tracks. The *Greig* and the *Duncan*, which headed the line made a beautiful appearance; and all the conveyances were crowded with citizens, many of whom afterwards partook of a sumptuous entertainment prepared in Mathies' customary style at the Clinton House. The Road is not quite finished to the Landing at Capt. Trowbridge's—the Cars stop at present at North Rochester Hotel—a situation overlooking some handsome scenery below the lower falls.

The new and splendid locomotive steam engine Ponchartrain commenced running yesterday. About one o'clock she came up the Railroad from the lake, with 12 cars in tow, which, on arrival, were loosened from her, and the locomotive manœuvred on the road with the greatest facility, to the admiration of a large concourse of spectators, to whom the sight for the most part was a new one. At two o'clock she returned with twelve cars, in which were the public authorities, a military band (politely loaned by the U. S. garrison) and a select number of passengers. We were unable ourselves to attend, but understand that no accident occurred, and that the locomotive fully answered the expectations of the company.—[New Orleans paper, Sept. 18.]

The steamboat Water Witch, Capt. C. Seymour, arrived here Wednesday afternoon, at a quarter past three o'clock, with the Philadelphia passengers, via Camden and Amboy Railroad.

The Effects of Duties upon the Import of Foreign Manufactures.—The effects of duties upon the import of foreign manufactures are equally curious. A singular instance occurred in the article bar-iron, which was liable to a duty of 140 per cent. *ad valorem*, on introduction into the United States, whilst that upon hardware was 25 per cent. In consequence of this tax, large quantities of malleable iron rails, for railroads, were imported into America under the denomination of hardware; and the difference of 115 per cent. in duty, more than counterbalanced the expense of fashioning the iron into rails, prior to its importation. Duties, drawbacks, and bounties, when considerable in amount, are all liable to objections of a very serious nature, from the frauds to which they give rise. It has been stated before committees of the House of Commons, that calicoes made up in the form, and with the appearance of linen, have frequently been exported for the purpose of obtaining the bounty. The calico made up in this way sells at 1s. 4d. per yard, whereas linen of equal fineness is worth from 2s. 8d. to 3s. 10d. per yard. It appeared from the evidence, that one house, in six months, sold five hundred such pieces.—[Babbage.]

AGRICULTURE, &c.

HISTORY OF SILK.—The silk-worm, or, more properly, the silk-caterpillar, is a native of China. The people resident in the northern part of that country, called Seres, having been expelled by the Huns, in the ninety-third year of the christian era, settled in Little Bucharia,* and were, for many centuries, the sole cultivators of the precious article, with which they supplied the rest of the world. The earliest mention of silk is in the translation of the Bible by Jerome, who enumerates it among the numerous articles which were imported from Syria by the Phœnicians, those spirited merchants and skilful manufacturers, who, although seated in a barren and narrow country, confined on one side by the sea, and by a range of mountains on the other, became a great naval and commercial Power, which, for a very long period, secured to them a monopoly of trade by sea, and rendered their "merchants princes, and the traffickers the honorable of the earth."† The singular lustre and beauty of silk, and the delicate structure of the fabric, could not fail to prove highly attractive to mankind; and hence it constituted one of the articles which were brought from China by traders, who, in caravans, performed long and toilsome journeys through the trackless sands and deserts of Asia, to the different ports of Syria and Egypt, which successively became the depots of commerce. For a long time, two hundred and forty-three days were consumed in these expeditions. Cosmas, himself a trader, speaks of the distance between China and Persia, as requiring one hundred and fifty days to perform the route. The cities of Turfan and Cashgar, were the rendezvous of these caravans.‡

The Seres themselves never left home, being "a gentle race who shunned mankind."

The distance whence the article was brought, and the small quantities with which the world was supplied, necessarily caused the price to be far beyond the reach of any but the rich; and even when the Roman power extended over half the globe, as then known, this brilliant and ornamental article of dress was scarcely known to them. It is probable, that they first became acquainted with its real nature from the writings of Dionysius Periegetes, the geographer who had been sent by Augustus to compile an account of the oriental regions, and who informed his countrymen that precious garments were manufactured by the Seres, from threads finer than those of the spider.§ Among all the articles of elegance belonging to the luxurious Cleopatra, none seemed to excite their admiration and astonishment, as the silk sails of her pleasure-barge, in which she visited them at Alexandria. For a long time after, it continued to be so scarce and dear, that, in the Roman dominion, it was confined to women of fortune. It was moreover deemed so effeminate an article, as to be unfit for the dress of men; and, in the reign of Tiberius, a law was passed, "that no man should dishonor himself by wearing silken garments."‖ Two hundred years subsequent to this date, the use of it constituted one of the many opprobrious charges which were made against the character of the emperor Elagabulus. Even fifty years after, another emperor¶ refused his queen a garment of silk, by reason of the high price it bore—its weight in gold.

For centuries, the Persians enjoyed a monopoly of the trade in silk, but, after they were subdued by Alexander, (300 years before Christ,) this valuable commodity was brought to Greece, and thence sent to Rome. The anxiety of the luxurious people of that nation, to trade with those from which the costly article was to be procured, induced the Emperor Marcus Antoninus to send Ambassadors to negotiate a more direct commercial intercourse with their country, than the subjects of Rome had yet been able to accomplish; and as the jealousy of the Parthians and Persians prevented the passage of all foreigners through their kingdoms to China, the Ambassadors were obliged to proceed by the tedious way of Egypt and India. Another was sent in the year 272, which led to more favorable arrangements, and a shorter route, viz: along the ranges of mountains, now called Hindookho, and Cuttore.** But the price of silk, for a long time, continued a source of regret, and the article an object of increasing desire among the wealthy. Justinian made another attempt, shortly after he ascended the throne, to obtain it. He sent Julian as his Ambassador to the Christian King of Axuma, in Abyssinia, requesting, that, for the sake of their common religion, he would assist him in a war with Persia, and direct his subjects to purchase silks in India, in order to sell them to the Romans, whereby the Axumites would acquire great wealth, and the Romans would have the satisfaction of paying their gold into the hands of their friends, instead of enriching their Persian enemies. Julian also urged the Homerites in Arabia Felix, then under the vassalage of Axuma, to the same effect; and promised, on the part of the Emperor, to purchase silk from them, if, with their assistance, he could wrest the silk trade from the Persians, and they become the medium of intercourse with the country of the Seres. The Kings of both the countries promised to comply with the Emperor's request; but neither were able or willing to fulfil their engagements. The alleged causes for their non-compliance, were, some internal commotions among the Homerites, and the recall of Belisarius, who, with an army, to which the Arabian auxiliary troops were joined, protected the East from the invasions of the Persians.†† This nation by having the command of the land carriage from the country of the Seres, still enjoyed almost a monopoly, with respect to the western world, of Indian commodities; but more especially silk, with which it supplied remote nations at extravagant prices. From this distress, which was felt and lamented as a real misfortune, by the Senators of the Roman empire, they were released in a very extraordinary and unexpected manner. The preachers of the Nestorian doctrine, having been exiled by the persecuting spirit of the ecclesiastical government of Byzantium, fled to India. Their patriarch, who resided in Persia, sent missions, and every where established convents and bishoprics. Two of his monks, who had been employed as missionaries in some of the Christian churches, which were established in different parts of India, having penetrated into the country of the Seres, had observed the labors of the silk worms, and become acquainted with the art of working their production into a variety of elegant fabrics. Aware of the anxiety of the Europeans on this subject, they repaired to Constantinople, and imparted to the Emperor Justinian the secret which had been so well preserved by the Seres, that silk was produced by a species of worms, the eggs of which might be transported with safety, and propagated in his dominions. By the promise of a great reward, they were induced to return, and brought away a quantity of the silk worm's eggs, in the hollow of a cane, and conveyed them safely to Constantinople, about the year 555. The eggs were hatched in the proper season by the warmth of a manure heap, the worms were fed with the leaves of the mulberry tree, and their race propagated under the direction of the monks.†† The insects, thus happily produced from this caneful of eggs, as if the little ark of the insect race, were the progenitors of all the silk worms of Europe, and the western parts of Asia. Vast numbers of these insects were soon reared in different parts of Greece, particularly in the Peloponnessus. The monks having also made themselves masters of the art of manufacturing silk, the business was conducted under the auspices of the Emperor, and for his exclusive benefit; but the imperial monopoly could not long continue, and mankind gradually became possessed of the precious insects, after the death of Justinian in the year 565.§§ The people of the Peninsula, and of the cities of Athens and Thebes, enjoyed the profit of the culture and manufacture of silk without a European rival, for upwards of 400 years: and the Venetians, during the continuance of their commercial glory, distributed the products of their industry over the western parts of Europe. At length, Roger, the Norman King of Sicily, after his return from the second crusade, in order to anticipate an attack, which the Government of Byzantium was preparing against him, and to revenge the insult of the imprisonment of his Ambassadors, whom he sent to form a treaty and a matrimonial alliance with the Emperor Commenus, made war upon Greece, in the year 1146, with a powerful naval and military force. Corcyra, the present Corfu, first yielded to the arms of the invaders, and the surrender of the other cities of Greece, and all the Morea, followed in speedy succession. The spoils were great; but what peculiarly distinguished this war from those, which have no other consequence than the exaltation of one individual, the depression of another, and the misery of thousands, was the capture of a great number of silk weavers, who were carried off, and settled in Palermo, the capital city of the conqueror. By the order of the King, the Grecian prisoners taught his Sicilian subjects to raise and feed silk worms, and to weave all the variety of silk stuffs, and so well did they profit by the lessons of their instructors, that, in the course of twenty years, the silk manufacturers of Sicily were subjects of notice and of praise, by the historians of the age.|||

The Saracens had, before this time, obtained the knowledge of the various operations of the silk manufacture, and spread it over their widely extended dominions. Lisbon and Almeira, the two Saracen cities of Spain, were especially famous for their silk fabrics; and the island of Majorca and Ivica paid their tribute to the Kings of Arragon in silks. The Italian States soon after engaged in the silk culture and manufacture; and in the year 1306, this business was so far advanced as to yield a revenue to the State. In France, Louis XI. and his son Charles VIII, established a number of Italian workmen at Tours; but it is to Henry IV. that France is indebted for placing the culture of silk and its manufacture upon a solid basis. Having put an end to the civil wars of the nation, he determined to give every possible encouragement to this important branch of industry, by recommending and enforcing the general planting of mulberry trees, and the rearing of silk worms. The merit of Henry on this occasion, is increased by the fact, that his views and measures were in direct opposition to the advice of his favorite and wise minister, Sully, who held the project in little consideration, as appears by his own memoirs, in which he candidly records the discussions which he had with the King on the subject. In the year 1455, mention is made of a company of silk women in England. In 1504, the manufacture of ribbons, laces, and girdles, was so considerable, as to be protected by a prohibitory statute. In 1561, Queen Elizabeth was presented with a pair of black knit silk stockings, with which she was so well pleased, that she never after wore any of another material. James I. was extremely solicitous to encourage the silk manufacture, and recommended it several times from the throne: and in the year 1608, addressed a long letter on the subject, written with his own hand, to the Lord Lieutenants of every county in the kingdom, to whom mulberry plants and seeds were sent for distribution. He had also a book of instructions composed, on the rearing of the trees and the culture of silk, to promote the success of his project. The royal wishes do not appear to have been seconded by his subjects; but he had the satisfaction to see the broad silk manufactory introduced in the latter end of his reign. The revocation of the edict of Nantes, in the year 1685, which drove all the Protestants from France, permanently established the business in England; and the erection of the silk throwing mill of Sir Thomas Lombe at Derby, in the year 1819, greatly promoted it, by the rapid preparation of the raw material.

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* The identity of Bucharia with the country of the Seres, is established from the description of it by Ammianus Marcellinus, a writer of credit in the third century.

† Isaiah 23, 8.

‡ Ptolemy speaks of Comedæ, (the present Cashgar) as the "receptaculum eorum qui ad Seres negotii causa proficiuntur, ponos Imaum Montis." Asia, tab. viii.

§ Periegetes de situ orbis, 6 v, p. 752.

‖ Ne Vestis Serica viros fœdaret. Tacitus, book 2d, chap. 33.

¶ Aurelian. Vopiscus in vitam Aureliani c, 45, libra enim auri tunc libra serici fuit.

** See Rennel's map of the countries between the Ganges and the Caspian Sea.

†† Procopius, p. 34.

‡‡ The Monks procured the eggs from the colony of the Seres, in Little Bucharia.

§§ Procopius de Bello Gothico, lib. 12, cap. 17.

||| Muratori Scriptor. Veter. vi. col. 668—Macpherson's Annals, vol. 1, p. 322.

Durable Fence.—Deacon Winslow Marston, has on his farm a kind of fence, which for durability and beauty can hardly be exceeded. On each side of the road adjacent his dwelling, are rows of large button-wood trees, set ten or twelve feet asunder. Into these, when young, cedar rails were inserted as into common posts. As the trees increased in size, the wood formed closely around the ends of the rails, and firmly secured them in their places. We have no where else seen this experiment tried on so large a scale. It is certainly a durable and cheap fence, because it will require no repairs at least for one generation, and is moreover constantly increasing in value. Were our roads lined with this kind of fence, it would add not a little to the beauty of the country and the comfort of the traveller.—[Barns. Jour.]

The Tree Hill races in the vicinity of Richmond, are postponed till 14th November.

NEW-YORK AMERICAN.

SEPTEMBER 29, OCTOBER 1, 2, 3, 4, 5—1832.

LITERARY NOTICES.

HEIDENMAUER, OR THE BENEDICTINES, a Legend of the Rhine, by the Author of the Spy, the Pilot, &c. 2 vols. Carey & Lea, Philad'a.—It is, we think, unfortunate for the readers of novels or legends, or by whatsoever analogous name they may be called, that Mr. Cooper has become a politician. He seems now too often to write rather with an eye to assail or reform abuses in the political institutions of Europe, than for the delight and instruction of readers, who look not to such works for homilies on government, or sarcasms, other than incidental ones, against antiquated establishments.

In the volumes now before us, we do not think Mr. Cooper has been happy, either in the choice of a subject, or the manner in which it is treated. A quarrel about tribute and territory, between a powerful Baron and a neighboring Monastery scarcely less powerful, to be determined by a drinking bout, forms the basis of the story. The Baron, with two assistants, and the Abbot, with a like number of attendants, meet for that purpose—the condition being that the party putting the other under the table, is to be deemed victorious, and to possess ever after undisputed right to the tribute and territory in question. There are incidental personages, of course; some love, some fighting, and a monstrous deal of talking about religion, politics, government, the Reformation, and about America.

The description and details of the drinking bout are by no means equal, in force or spirit, to a somewhat similar scene in the second series of *Vivian Grey*. The best scene in the book is the storming of the chapel of the Benedictines, and its final destruction by fire. That is painted with the early talent of the writer.

We make these remarks on this production of Mr. Cooper with the less reluctance, as he professes in a passage of the introductory pages to the Heidenmauer, to hold in contempt "the capricious and vulgar immortality conferred by newspapers;" and we would not willingly, by praising the execution of a tale which he himself must feel to be altogether below the standard which the Spy, the Pioneers, or the Pilot, have established for us, do aught to justify that contempt.

A NEW GREEK AND ENGLISH LEXICON, BY JAS. DONNEGAN, M. D. arranged from the latest London edition by J. M. CAIRNS, A. M.: Philad'a. Carey & Lea.—This most useful and much wanted school book is beautifully stereotyped, and cannot fail to be sought after. Mr. Cairns has abridged it somewhat from the original bulk, but without impairing its value for learners. Heretofore, Greek has only been studied through the medium of the Latin—now, it may be explained in the idiom of the learner.

A DICTIONARY OF BIOGRAPHY, comprising the most eminent Characters of all Ages, Nations, and Professions, by R. A. DAVENPORT: 1st Am. edit. 1 vol. 8vo. pp. 530, Boston, Gray & Bowen.—The English work, of which this is a reprint, was brought down to the close of 1831. In order to render it more valuable to Americans, some three hundred American biographies have been added. It is *embellished* with two hundred wood cuts; and constitutes certainly, what it professes to do, a "convenient manual of biography."

A DICTIONARY OF THE HOLY BIBLE, by the Rev. JOHN BROWN: first American from the twelfth Edinburgh edi.: 1 vol. 8vo; N. York, J. & J. Harper.—This one volume, by means of small type and double columns on each page, comprises a mass of historical, geographical, and critical information, respecting the personages, places and events of the Bible, which in the ordinary mode of printing would extend through many volumes. The Rev. and learned author was a Scotch minister and professor of Divinity. There is prefixed to the volume a short biography of the author, and a brief but comprehensive essay on the Evidence of Christianity. This Dictionary is in its form and arrangement the most convenient of any we know on the same subject, for young eyes.

TALES AND NOVELS, by MARIA EDGEWORTH; 18 vols. in 9; N. York, J. & J. Harper.—We rejoice that the Messrs. Harpers have determined to reprint a uniform edition of Miss Edgeworth's novels; and accept this first volume of the series as a favorable specimen of the manner in which the edition will be brought out. It is neat, clear stereotype, good paper, and has two good engravings. Of Miss Edgeworth it is unnecessary here to speak; she has taken her place as a classic as decidedly as Sir Walter Scott, whom she preceded, and who by his own declaration caught his first glimpses and inspiration of Scotch novels from her Irish tales and sketches. This volume contains *Castle Rackrent*, *Essay on Irish Bulls*, *Forester*, the *Prussian Vase* and the *Good Aunt*.

ADVICE IN THE PURSUITS OF LITERATURE, by JOSEPH L. KNAPP; 1 vol. 12mo; N. York; J. K. Porter.—The author of this little volume has, in an affectionate and well written dedication, addressed it to the members of the Mercantile Library Association, before whom he last year delivered a course of lectures on American literature. It is a book they may read with interest and profit, as well calculated to excite and stimulate a taste for knowledge, at a time when it is well said by the author "no one can be ignorant and still respectable."

BOYS AND GIRLS' LIBRARY, NO. I, OF USEFUL AND ENTERTAINING KNOWLEDGE.—The Harpers, under this title, have issued a little volume containing the Lives of the Apostles and early Martyrs of the Church, written by the author of "The Trial for Skill." The work is designed for *Sunday reading*, and the scope and design of the author may be best understood by the following extract from her excellent preface:

It is, perhaps, owing to the scarcity of suitable publications, that we so often meet with young persons who devote the leisure of the Sabbath to the perusal of works which have a necessary tendency to drive from the recollection every thought of seriousness and devotion. Unable to keep their attention fixed for any length of time on religious subjects, when presented to them in the usual form of sermons and discourses, and yet feeling how irksome it is to pass several unoccupied hours together without having recourse to reading, they fancy, no doubt, that tales and other books of entertainment are their proper, if not only, resource.

Nor is it sufficient, in order to prevent this evil habit, that children be early told to take pleasure in the thought, that by abstaining from their ordinary reading on the Sunday, they honor God.

Excellent as is this lesson, and important as it is to impress the mind early with the conviction that it is necessary to resign our own ways for God's, and to sacrifice our own wills in obedience to His commands, it seems certain, that something more should be added. Young persons who evince a willingness to conform to the rules of self control, merit, beyond all doubt, every encouragement; and, instead of confining ourselves to assuring them that they will receive hereafter the promised reward of the righteous, they should, as far as it is possible, be allowed a foretaste of Heaven even here: it should be permitted to them to experience, that, as with the practice of Divine wisdom, so with its study, "all her ways are pleasantness, and all her paths peace."

LIFE OF FREDERIC THE GREAT, 2 vols.; Harpers' Family Library.—Lord Dover has in these volumes made a valuable contribution to the Family Library. He has drawn largely and judiciously from the various memoirs of the Court of the Great Frederic, and by rejecting all that is exceptionable or of slight interest, while he retained every thing thing essential, made up a comprehensive and very attractive book. He has displayed much industry and research, and the intelligent arrangement of his matter will prove satisfactory to all who would take a rapid glance at the eventful scenes and striking characters of which the work treats.

The character of Frederic is one about which there is much variance of opinion: the shades in it being so strongly marked, that those who view it but in one light can hardly believe that it admits of being viewed in another, and condemn him as a despot and a skeptic while they overlook his public virtues and undervalue his private character. The incongruities in his character we conceive may be easily reconciled by referring to those early passages of his life which may have affected the complexion of his mind, or dwelling upon the circumstances which called its qualities into play when he became master of himself. He was the son of a brute, and the servant of a military slave-master. It was natural when he became the head of an autocracy, that the bitter schooling of his young years should show itself occasionally in the unbending sternness and absolutism that he manifested afterwards: and in the same way we may attribute his hostility to ecclesiastical establishments to that spirit of frugality, which, properly modified, he inherited from his miserly father. Unlike most monarchs, he was the man of the nation; and every peasant had familiar access to the King, before whom the haughtiest noble stood in awe. His "Anti-Machiavel" shows how he prepared himself for the throne; while the prosperous condition in which he left his kingdom, best proves how it fitted him for getting it. He left, when dying, a realm increased by a large acquisition of territory, an army of 200,000 men, an overflowing treasury, and great credit with all the European powers; while Prussia, under his reign, became distinguished for population, industry, wealth, and science. His talents, improved by industrious culture, and enriched by corresponding and associating in his youth, with the most distinguished men of his age, were ripened in the solitude of Rheinsburg; and when he seized the helm of government at the death of his father, it was with the nervous grip that has been but rarely given by an hereditary prince. He guided the ship of state alone; and sufficient to himself, with no council to suggest, or ministers to share his responsibility, his rare talents were equal to any emergency. The greatest reflection that can be made upon the character of Frederic, is the short-sightedness, or want of patriotism, which induced him to neglect the literature of his own country, and substitute for their cultivation an exclusive devotion to the French. He might have helped to kindle the dawn of German literature, and anticipated, by a generation, the bright day it has since rejoiced in.

Our extracts must be brief, though we have many entertaining passages marked for quotation. We have already in our miscellaneous selections given some passages from these volumes; and among others, the account given by Trenck in his memoirs of the rigid discipline, amounting to cruel servitude, in which Frederic kept his troops while not in active service. Let us now reverse the picture, and observe the winning manners, by which, when on his campaigns, he endeared himself to the common soldiery.

In the second war of Silesia, when, on a certain occasion, the army had marched all night, and that it was necessary for them to set forward again in the morning in the midst of a snow storm, Frederic perceived that they were out of humor, and disposed to complain. He therefore descended from his horse, and began marching in the snow at their head: then, after a few moments of silence, he turned round to them and said: "Come, my friends, let us march. If we were a parcel of cowards, we should now be in our bed-gowns in a warm room: but we are soldiers; so come on." Upon hearing this appeal, the

soldiers proceeded cheerfully.* It was, indeed, his constant habit, whenever the march was a difficult one, to place himself at the head of the infantry, and to march on foot, in order to encourage them.†

During one of his campaigns, the bread supplied to the army was exceedingly bad; and the soldiers complained loudly of it. Frederic took an opportunity when the soldiers were round him, of asking his neighbor for a piece of the bread. He ate it before them with apparent appetite, and then said, "In truth, this bread is not very good: however, one can eat it when one is hungry. I will take care, as soon as possible that we have better: until then, let us make a virtue of necessity."

One morning, after a night march, the army halted: the king got off his horse close to a group of his guards, and said aloud, as he was getting off, "It would be agreeable if we had something good to drink here." At these words, several soldiers of the guards, who had a piece of bread and a small quantity of brandy, pressed forward, and offered their little provisions to their sovereign. Frederic was much touched at this conduct, and said to them, "My children, if I could drink brandy, I would accept with much pleasure that which you offer me. I thank you for this mark of your attachment, which I will not forget." He then turned to his attendants and added, "There is not a happier king than me on the face of the earth." He ordered the names of the soldiers to be taken down, and distributed a Frederic d'or apiece to them.

Upon the occasion of a long and fatiguing march, Frederic observed an old non-commissioned officer, belonging to the regiment of the Prince of Brunswick, who seemed to have great difficulty in keeping up with the regiment. "What is the matter with you?" said the king. "I am old and feeble," answered the sergeant, "and I find I can hardly manage to march with the rest." "How long have you served?" "Forty-five years; I served under the late king your father, and I have followed your majesty in the wars of Silesia." "Well, when we are in winter quarters, you shall be *invalided*, and I will give you besides a good place." "No, sire, I thank you; for that I should consider a disgrace: I wish to live and die a soldier." "You are wrong, for in that case you might live quietly, and take care of yourself in your old age." "Ah, sire! I am not used to that; and then how could I fulfil the duties of any place, having never learned to write?" Here the conversation concluded; and the veteran imagined the king would think no more of him. But that very evening Frederic sent him one of his horses to ride during the march; and the next winter he appointed him a first lieutenant in a garrison regiment.

During the seven years' war, immediately previous to the battle of Lissa, a grenadier, a Frenchman, was brought before him, who had been taken in the act of deserting. "Grenadier," said the king to him, "why did you wish to quit us?" "Because, sire, our affairs go on so ill." "Well," replied Frederic, "I allow they do not go on very well; but, my friend, just let us fight one more battle, and if, after that, our affairs do not go on better, why, we will desert together." "Agreed, sire, I consent to that," replied the soldier; who retired without any more thoughts or desire of quitting the Prussian service.

On the evening of the day of the successful combat at Burkersdorf, during the seven years' war, Frederic was riding, accompanied by the Russian general Czernichef, when they met a wounded soldier.—"What is the matter?" said the king. "Nothing," replied the soldier; "for the enemies fly, and we are conquerors." But the king, then perceiving he was wounded, gave him his handkerchief, saying at the same time, "You are wounded, my friend, take this handkerchief, and bind up your wound with it." Upon this Czernichef remarked, "Sire, it is not wonderful that your soldiers should serve you with such devotion, since you treat them with so much kindness."

One evening after a great battle, Frederic approached a fire, which had been lighted by some of the grenadiers of his own regiment. The soldiers began to ask him where he had been during the battle; "Generally," said they, "you lead us yourself where the fire is hottest; but this time nobody saw you, and it is not right to abandon us so." The king, in a good-humored manner, explained to them in what part of the field he had been, and his reasons for being there, which had prevented him from being at the head of his own regiment. As he began to grow warm, he unbuttoned his great-coat, and a ball dropped out, which he had received in his clothes. The hole the ball had made in the great-coat and coat was also perceptible. Upon this, the enthusiasm of the soldiers knew no bounds. They cried out, with all the tenderness of expression belonging in the German tongue to the singular pronoun, "You are our own good old Fritz; you share in all our dangers with us; we will all die for you!" And the conversation concluded with their cheers, and their entreaties to the king to take more care of his own safety.

Thiebault relates that he had seen at Berlin the suit of clothes worn by Frederic towards the end of the seven years' war; and that the coat and the hat were pierced with balls in several places. Le Catt, the secretary of Frederick during the latter years of his life, had also in his possession a little gold box, which had been flattened by a ball, when in the king's breeches-pocket, at the battle of Zorndorf, and had thus saved him from a dangerous wound in the thigh.

The cool and determined courage of Frederic on a day of battle has, indeed, never been called in question, in spite of his unfavorable commencement at the battle of Mollwitz. Many anecdotes are told in proof of his great bravery, with regard to his own person; some of which belong to the relation of particular battles. Among those which are not so appropriated there is one which deserves relation from the authenticity of its source, as it was related by General Müller, to whom it happened. Müller, being then an aid-de-camp to one of the Prussian generals, was sent during the battle, with orders from one part of the field to another. As he was galloping along, he met an officer, who stopped him, and whom he then recognized to be the king. Frederic began asking him questions, when a shell fell between their two horses. Frederic continued his conversation in the coolest manner, regarding the shell attentively with his glass, and not attending to the impatience of Müller to avoid its probable effects. At length it exploded, but, fortunately, without hurting either of them; and the king, having obtained the information he wanted, allowed Müller to proceed.

[*From the London New Monthly Magazine.*]

THE LIFE OF GOUVERNEUR MORRIS, with Selections from his Correspondence and Miscellaneous Papers detailing Events in the American Revolution, the French Revolution, and in the Political History of the United States. By Jared Sparks. In 3 vols. 8vo. Boston.

Gouverneur Morris and Mirabeau may be viewed as representing in their own persons the intellectual and moral character of the Revolution in which each acted so conspicuous a part. It was happy for America, at the moment she was called to achieve her liberty, and to establish her independence, that, from the body of her citizens, she could summon to her aid not only men of the first rate talents, but of the strictest probity; men worthy of a population distinguished in the civilized world as possessing in a very superior degree those virtues which ensure the prosperity and happiness of the social state.—The wrongs which they felt, and others which they feared, had they yielded to the insane encroachments of the mother country, converted them at once into a nation of patriots. Liberty with them was a substantial good, not a mere phantom of the imagination. They sought and adopted practical principles of government, suited to the present condition of human nature, without building wild theories on mere abstractions respecting the rights of man and the perfectibility of society. They undertook a mighty task, and they performed it well. The *amor patriæ* was the soul of their ambition. Personal or official distinction they regarded only as a trust committed to them for the benefit of their country. It is really refreshing to trace the various incidents in the life before us, and to be warmed with the glow of manly sentiment which pervades the correspondence, the speeches and miscellaneous productions of Mr. Morris. Always incorruptible, always at his post; willing to act or to retire at the bidding of his constituents; but never forgetting or neglecting his duty as a citizen;—the American Revolution did not create, but it found, such men. The people had virtue enough to follow their counsels, and to imitate their example. And from the first hour of her independance, the sun of America has been gradually rising. Nothing has occurred to tarnish its glory, or retard its progress. We repeat it,—we attribute this to the character of the people. Had they been frivolous, debauched, the slaves of a demoralizing superstition, or the victims of atheistical impiety,—their revolution would have been a series of crimes—their liberty licentiousness; and their country the alternate theatre for the dark tragedies of tyrants and demagogues. This is a doctrine which Gouverneur Morris, with reiterated earnestness, presses upon his friends and correspondents in both hemispheres. This inspired him with confidence amidst the severest struggles, and the most perplexing difficulties, of his infant republic; while from the first he predicted that the utter want of public and private virtue would blight all the fruits of liberty in France, and, with the monarchy, shiver to atoms the very framework of society. Drawing a parallel between the leaders of the American Revolution, and the parties in the French Convention, Mr. Morris exclaims, in a letter to General Washington,—"How different was our situation in America! Every one performed cheerfully his part; nor had we any thing to apprehend from the common enemy. Such is the immense difference between a country which has morals and one which is corrupted. The former has every thing to hope, and the latter every thing to fear."

In a letter, dated Paris Nov. 22, 1790, addressed, as before, to the President of the United States, Mr. Morris observes—"This unhappy country, bewildered in the pursuit of metaphysical whimsies, presents to our moral view a mighty ruin. Like the remains of ancient magnificence, we admire the architecture of the temple, while we detest the false god to whom it was dedicated. Dawn and ravens, and the birds of night, now build their nests in its niches. The sovereign humbled to the level of a beggar's pity, without resources, without authority, without a friend. The Assembly at once a master and a slave; new in power, wild in theory, raw in practice. It engrosses all functions, though incapable of exercising any; and has taken from this fierce, ferocious people, every restraint of religion and of respect. Such a state of things cannot last." In another letter he tells General Washington that "he cannot possibly conceive the demoralized state of all classes of the people;" and, in the course of his correspondence, adduces revolting instances to justify his general censures. One characteristic sentence we cannot refrain from quoting, as it marks the infatuation of the Assembly, for the most part composed of individuals without private worth or public consistency. "They have taken genius instead of reason for their guide, adopted experiment instead of experience, and wander in the dark, because they prefer lightning to light."

It is highly instructive and amusing to read the impressions made on the mind of an eye witness by the characters and events now so familiar to us; as they were written down at the time. Mr. Morris's Diary and Letters are in this respect peculiarly valuable. We regret that there is so small a portion of the former; had he continued the practice, the whole economy of human life would have passed under our view, and we should have had aphorisms, sketches and anecdotes, and portraits without number. These volumes do honor to America; they may well be proud of such citizens as Gouverneur Morris and his illustrious contemporaries.

FINE PICTURES.—There is now on Exhibition at the gallery of the American Academy of Fine Arts, in Barclay street, a collection of superior pictures, which we unhesitatingly commend to the public attention. They constituted, we have reason to believe, a private gallery in England—in selecting which, great care and discrimination had been exercised. We have made only a single visit, and that a short one, to this collection, but we saw enough to determine us to repeat our own visit, and to invite those of others.

We will notice hastily now some of the more striking pictures, with the purpose, on a future occasion, of entering more into detail.

The first, and one of the largest pieces in the collection, strikes the visiter on his entrance. It is a full length (No. 19) of *Judith with the Head of Holofernes*, by Guido. The impression of having done a dreadful deed, but one which Heaven approved, is strongly marked in the upturned and finely delineated face of Judith; while her whole frame seems yet swelling with triumphant exultation. It is a noble picture; and if the subject is not agreeable, the fault is in the eye which chiefly favored Scripture pieces, and not in the taste of the painter.

Turning from this to the right, is a picture (No. 30) of *the Family of the Grand Pensionary De Witt*,

by Rembrandt. The depth and splendor of the coloring, and the perfect finish and elaborate execution of this work, denote the hand of the master. The head of *De Witt* himself, and the two boys his sons, in their rich but antiquated costume, at once fix the attention. As a companion piece to this, and strongly contrasted in the style of coloring, is, (No. 37) *the Family of Lord Clive*, by Sir Joshua Reynolds. The composition of this piece is excellent,—the drawing perfect; but, as it strikes our eye, the colors have in some degree faded, giving to the complexion of the Europeans (artfully enough contrasted with that of India by the introduction of an Indian nurse,) an unnatural paleness. Opposite to these pictures are two by Carlo Dolce, Nos. 6 and 10, both admirable. No. 6 is the Magdalen; No. 10 the daughter of Herodias, with the head of the Baptist. We prefer the first, from the expression of profound humility and penitence in the face of the woman, though probably the other will be more generally liked. But we must stop for to-day, recommending to all to go and judge for themselves.

The Girard Bequest to the city of Philadelphia, is undoubtedly the most magnificent in amount of any known similar disposition of property. The extent and value of it, indeed, are not yet even plausibly conjectured; though, from what is ascertained, they must be of several millions.

A portion of this bequest, as is well known, is allotted to the endowment and maintenance of a college, where 300 orphans are constantly to be educated, clothed and lodged. One of the conditions with which this grant is clogged we deem unwise, inasmuch as by excluding from all competition for the stations of instructors or professors of the institution, a whole class of men (Clergymen) who, in proportion to their number, may be safely pronounced the best educated class in our country, and therefore most likely to furnish able and accomplished teachers, the field of selection is injudiciously narrowed—to say nothing of the slur thus thrown upon the ministers of religion.

But still this noble grant for the purpose of gratuitously educating three hundred destitute children is one which, as it shall be applied, may influence for good or evil the destinies even of the whole Republic. Hence it becomes a matter of general interest to know how this immense fund is to be managed. We have accordingly examined the ordinances in relation to the estate of Mr. Girard, lately passed by the Select and Common Councils of Philadelphia, (who have been authorized by the Legislature of Pennsylvania to accept the trusts confided by the will,) and we present the following abstract:

The whole property is to be under the control and management of *nine citizens*, chosen by the Select Council, each member voting *viva voce*, after being previously a month in nomination, and the nominations published in the newspapers. Their term of service is three years, one-third of the Board to be renewed every year. This Board *is* to choose its own president and officers, and then to divide itself into three committees of three each—

1st. *Committee on Finance*, which is to have charge of all rents, of investments, expenditures, &c. &c.

2d. *Committee on Real Estate*, which is to have charge of the real estate, granting leases, making repairs, &c.

3d. *Committee on the Girard College*, which is to regulate "the system of instruction and discipline to be there pursued, and the maintenance and education of the orphans."

No director is to receive any compensation whatever for his services, nor to be interested in any way in the contracts or disbursements under the trusts. Provision is made for a treasurer, to be appointed annually by the Council, who is to receive $2,000 salary, and give bonds for fifty thousand dollars; and for a Board of Auditors, who are to examine and audit all accounts.

The responsibility of the Committee on the College is great indeed; and it will be a just subject of congratulation to the country, and of pride to Philadelphia, if the selection of the three, upon whom will devolve the organizing this College, shall be such as to give full effect to its noble endowment, and its almost unlimited means of usefulness.

We find in the Philadelphia papers of 27th ult. the names of the individuals proposed as candidates for directors and auditors. For the former there are ninety names; and though we see among them many which we know to be of the highest respectability and worth, we miss, even with our limited knowledge of Philadelphia, *some that should be there*.

The choice is to be made the present month.

The following gentlemen were on Monday morning elected by the Select and Common Councils, Directors of the Girard Trust: James Page, Roberts Vaux, John Moss, Michael Baker and Joshua Lippincott.—[Nat. Gaz.]

SUMMARY.

Great Annual Fair.—The fifth annual exhibition of American Manufactures, under the direction of the American Institute, is to take place on the 9th, 10th and 11th October next, at Masonic Hall. We understand that the usual brilliant display of articles may be expected from the hands of our most skilful mechanics and manufacturers.

The concourse of strangers has heretofore been great at these popular exhibitions, and the assemblage of beauty and fashion, which will throng the great Hall, will be not among the least of the attractions.—[Advocate & Journal.]

Naval.—The Betsey and Jane, which has arrived at this port, left at Rio Janeiro, August 18th, the U. S. ship Lexington, and schr. Boxer, Captain Page. They were both to sail soon, and the officers and crews were all well. Captain M'Keever, with his first Lieutenant, arrived a few days previous from the United States, and assumed the command of the Lexington. The Warren, Capt. Cooper, and Enterprise, Capt. Downes, were at the River. Capt. Duncan, late of the Lexington, it was stated, would take passage in the Lafayette, for Baltimore.

Some of the most important changes in the Navy Register, as ascertained at the Department, during the month of September, 1832:

Vessels belonging to each Foreign Station.

Mediterranean—Frigates Brandywine, Constellation and United States; sloops John Adams, Boston and Concord.

West Indies—Schooners Grampus and Shark; the other vessels at the North, but to sail in a few days.

Coast of Brazil—Sloops Warren, Lexington and Peacock; schrs. Enterprize and Boxer.

Pacific—Frigate Potomac, sloop Falmouth and schr. Dolphin.

Notices.

Frigate United States, Captain Nicolson—Com. Patterson on board—arrived at Lisbon the 3d Aug. having touched at Madeira. Passed up the Straits of Gibraltar the 19th of August.

Schr. Grampus, Lieut. Tattnall Commanding, was lying at anchor outside the bar at New Orleans, on 27th Aug.—arrived at Pensacola 11th September—all well.

Sloop Warren, Master Commandant Cooper, still at Buenos Ayres on the 30th June.

Sloop Lexington, Master Commandant Duncan, still at Rio the 19th July—all well.

Frigate Potomac, Com. Downes, sailed from Batavia Roads for Macao 10th April.

Schr. Experiment, Lieut. Commanding Mervine, arrived at Portsmouth, N. H. 29th August—thence to Boston 1st September—8 hours from the former place. Left Boston the same day and reached New York 9th and Hampton Roads 19th. Now at Norfolk.

Navy Department, Sept. 29, 1832.

Claims on Denmark.—The National Intelligencer of Tuesday, states, that the session of the Board of Commissioners, which was to have opened on the day previous, in Washington, has been postponed.—This postponement will not protract the adjustment of the several claims beyond the time prescribed by law for the existence of the commission.

The Danville Reporter of Saturday makes known a deficit of $15,000 in the agency of the Farmers' Bank of Virginia at that place. It adds:

"Mr. John W. Chew, the agent, has been in such a situation since the discovery of the default, as to be unable to give any satisfactory information upon the subject. Further investigation will be made, when we shall be able to speak more definitely."

[*From the Lexington (Ky.) Observer, of 26th Sept.*]

A Villain Caught.—An individual named Jones, the representative elect from Lawrence county, (a Jackson man) was carried through this city on Sunday morning last, to Frankfort, charged with robbing the mail. Jones was a Post-master or Mail-contractor, or both; and while acting in that capacity, purloined, as is alleged, sums of money and drafts, which were on their passage through the Post Office. One of the drafts, thus procured, was passed to a merchant in Cincinnati, by Jones, with the endorsement of the person to whom it was forwarded forged on the back of it. Jones was identified by the merchant. The amount of the draft was $180. Jones is to be tried before the Federal Court.

P. S. Since the above was in type, we learn that Jones was not charged with robbing the mail, but with forging a draft in the name of the Post-master General, on some Post-master in his neighborhood. Jones had heretofore been a mail contractor.

Melancholy.—Accounts from the Cape de Verds of August 3d, announce that Capt. Casby of the whale ship Mentor of Hudson, six weeks out, was drawn overboard, whilst in tow of a whale, and drowned. His body was afterwards recovered, taken on board the ship and buried.

St. Louis City, (Missouri,) Sept. 15.—*Washington Irving of New York.*—This distinguished individual arrived in this city on Thursday last, on his way, as we learn, to the Upper Mississippi. We feel ourselves honored by the visit—we welcome him most heartily to Missouri, and we would indulge the hope that he may find in our Indian traditions some incidents which he may think entitled to a place in some future volume of the inimitable Sketch Book. Perhaps some warrior, in the far away West—Tecumseh or Blackhawk, may have their names and their achievements made immortal by the pen of the classic and illustrious Irving.

Raleigh, N. C., Sept. 28.—We stop the press to announce the occurrence of another calamitous fire, which has again laid waste a considerable portion of the business part of our devoted city. The alarm was given about two o'clock this morning, when the fire was discovered in the building at the corner of Fayetteville and Hargett streets, owned by Richard Smith, Esq., and occupied by himself as a merchant, and Mr. M. Hardford, Tailor. As but a few hours have elapsed since the fire was checked, it is not certainly ascertained in what division of the house it originated, but the belief is general, that it was the result of accident.

The fire had attained such mastery, before the citizens could be collected, that it was impossible, either by blowing up houses, or the use of our small engine, to check its progress until *every building* on the main street, between the corner above mentioned and the Newbern Bank, was entirely destroyed.

The individual loss is very great, though by far the greatest sufferer is Mr. Richard Smith. His loss in money, bonds, goods, and houses, cannot be less than $30,000.

A Whale.—On Friday before last, a grampus, 24 feet long and 13 in circumference, was driven on shore on Fairfield beach, Connecticut, about 3 miles from Bridgeport. A man who was shooting on the shore about ten o'clock discovered the enormous fish when he seemed to be in the possession of all his strength and had been but recently got into difficulty. Many persons assembled on the beach to witness the uncommon spectacle. The water being shallow, he made violent exertions to regain his liberty, splashing, it is said, like a cataract. He lived from ten o'clock in the morning until three in the afternoon, when he expired after an hour of terrific struggling. Six yoke of oxen were required to draw him a few feet from low water mark, and fifteen men were scarcely able to turn him half over.

Loss of Life in a Diving Bell.—The Boston Daily Advertiser relates a most distressing occurrence which took place upon the wharves of that city on the 26th ult.; the particulars of which are thus given:—

A derick had been erected, with an arm similar to the one at the Bunker Hill Monument, for the purpose of using a diving bell to take up the stones which had fallen into the dock when the wall gave way. This derick, and all the purchase, had been put up under the direction of Mr. Almoran Holmes, a gentleman well known for his judgment and skill in every thing relating to moving heavy bodies. At about 5 o'clock, P. M., everything having been got in readiness, in order to prove the strength of the apparatus, Mr. Holmes let the bell down to the bottom, a depth of about 24 feet, and then raised it up again; and when clear of the water a few feet, Mr. H. stepped upon a floating stage, under the bell, for the purpose of ascertaining how much water had been in it. While standing on the stage under the bell, the guys which supported the derick gave way, when the bell came down upon the stage and from thence into the water, and sunk to the bottom.—Hopes were entertained, that if the bell could be raised, Mr. Holmes might be preserved. A schooner was hauled alongside, and, with a promptness hardly to be expected, in thirty minutes the bell was got out the water, but no one was in it, and it is probable that the sudden concussion of the air having deprived Mr. H. of his senses, he fell to the bottom. What renders this accident doubly distressing is, that one of the spars in falling struck the head of Mr. James Kirkwood, a very respectable mechanic at the North part of the city, and almost instantly deprived him of life, and a boy, also a spectator, had his leg broken.

No blame can justly be attached to any one in this unfortunate affair. The derick was supported by four guys of new 7-12 shrouding, and was judged by Mr. Holmes to be capable of supporting four times the strain which was to be put upon them. If he erred in judgment, he has dearly paid the forfeit of his error. He is a man who will be much missed, not only by his family, but by the community at large. He was fearless, enterprising, and honest. Mr. Holmes's body has been found. He has left a wife and four or five children, who are now in Philadelphia.

Essex.—The ship Garonne was launched from the yard of C. Bergh & Co., foot of Scammel street, at half past 12 o'clock last Saturday. She is 500 tons and three, and intended as a packet in the trade between New Orleans and Havre, under the command of Capt. W. Eddy.—[Communicated.]

At the late sitting of the Legislative Council of the territory of Florida, the acting Governor appointed Wm. H. Maxwell and G. G. Van Waggenen, Esqs. Counsellors at Law, Commissioners for that territory in the state of New-York.

Obituary.—The unfortunate Calvin Edson is no longer a Living Skeleton. Dr. J. Snudder, of the American Museum, has received information of his death, at his residence in Randolph, Vermont. The mysterious cause of his excessive emaciation, has, it is said, been at length solved. The disease of which he died, was Tabes Mesenterica, or Tape Worm. The worm is said to have been twelve or fourteen feet in length. If this be so, the mystery of the enormous appetite of the deceased, is likewise solved.

Tanning.—The Salem (Mr.) Gazette mentions that Mr. E. Osborn, of Danvers, has made an improvement in tanning, and discovered a new article for fuel. He has recently put in operation a Steam Mill for grinding bark, beating hides and smoothing leather. The only fuel used is spent bark or tan, which has hitherto in tan-yards been of no value. The engine, mills, and appurtenances, cost about two thousand dollars, and are equal to a grist mill power. Tan has been long used in families in that vicinity as fuel, but its value has never before been fully tested. Its use at this mill proves a cord of it to be worth as much as a cord of white pine wood—one cord will grind six cords of bark; and that with stoves and grates properly constructed, houses may be warmed and all the cooking in families performed with no other fuel at a trifling expense.

City of the Falls.—The property of Mr. Forsyth, at the Falls, Canada side, has been purchased by an association of gentlemen, who announce their intention to lay out streets and building lots—to erect a number of cottages for the accommodation of private families visiting there, together with hot, cold, and shower baths, reading room, library, and orchestra—in fact to build up a pretty little city on one of the most interesting sites the world affords. They offer building lots for sale for the accommodation of those wishing to erect cottages or houses for permanent residence, and appear to be making arrangements for the general comfort and enjoyment of visiters. The company consists of the Hon. W. Allan, President of the Bank of Upper Canada, James Buchanan, Esq., his Majesty's Consul, New York, the Hon. Thos. Clarke, the Hon. J. H. Dunn, Receiver General, Thos. Dixon, Esq. President of the Society of St. George, New-York, Lieut. General Murray, of the British Army, James Robinson, Esq. and Samuel Street, Esq.—[Buffalo Jour.]

Court Martial.—The Court Martial which convened on board the Columbus, at the Navy Yard, Charlestown, Mass. closed the 17th ult. The Boston Evening Transcript of *Friday* last gives the following as the issue of its proceedings:—

Lieut. James T. Homans was tried on a charge of unofficer like and ungentlemanly conduct, under which were two specifications; the first, that on the 15th of August last, on board the Erie, he made use of improper and threatening language to Purser Henry Etting; and the second, that he did on that day assult, attack, &c. the said purser Etting, outside and near the Navy Yard, Charlestown.

The charge and specifications against Lieut. Homans having been proved, he was sentenced to be suspended one year, and the sentence to be read at the Navy Yard, Charlestown, and at all the naval stations in the United States.

At the same Court, Purser Etting was tried on a similar charge, arising out of the above contest with Lieut. Homans, and sentenced to be reprimanded—the reprimand to be read at the Charlestown naval station.

[*From the Charleston Courier of 23d Sept.*]

"Key West, Sept. 15.—The packet ship *Tennessee*, Captain Ogden, from New York for New Orleans, was brought in here on the 7th instant, she having been ashore on Long Key, nearly opposite to Indian Key, and relieved by the wrecking sloop Sarah Isabella. The Tennessee had before been ashore on the Bahama Banks, and had to throw over about one quarter of her cargo to get off; and in a very few days after got ashore as above stated. Her case was laid before the Hon. James Webb on the 13th inst. The decree was read yesterday; it awarded to the salvors $3,000 in full compensation. The ship and cargo was valued at $100,000. No part of the cargo will be sold, as Capt. Ogden will draw bills for the same. The case of the ship *Shepard*, Blassland, master, lost on the reef about four weeks ago, bound from Havana for Hamburg, with 2400 boxes white sugar, out of which about 1200 has been saved, half of which is damaged, was before the Court yesterday; but as yet we do not know the sentence. We are informed that salvage will be paid in kind, and the balance of the cargo will be sold at auction on the 25th inst. The Tennessee leaves for New Orleans to-day."

Extract of a letter from New Orleans, dated 14th September:—"We have now no doubt, the yellow fever is amongst us. Several strangers are sick."—[Mercantile Adv.]

The lads of our borough, a few evenings since, attached a lanthern to a Kite, and elevated it to a very great height in the air—the wind blowing from the south-west, consequently, the light was seen north-east, the point in which the comet is to be seen. It gave rise to much speculation, among many of our neighbors—some thought it really was a comet, rapidly descending to the earth—others were unable to say what it was, but thought it ominous of no good. To those who have not yet heard what it was, we tell them that it was nothing more or less than what we have stated above.—(Pottstown, (Pa.) Village Herald.)

Coroner's Office, 145 Greenwich street.—The Coroner was called on Friday night, about 9 o'clock, to view the body of an unknown white woman, about 35 years of age, taken out of the dock at the foot of Carlisle street—had not been long in the water. The deceased was previously seen in company with a colored man, drinking together. A cry was heard which came from the end of the dock, but assistance came too late. She was taken out of the water, but life was extinct. The man in company with her was secured by the watchman. He was intoxicated at the time. It is presumed that she was in the same state and fell into the river accidentally.

The following note was found among the papers of the late Lord Erskine:

To General Washington.—Sir: I have taken the liberty to introduce your august and immortal name in a short sentence, which is to be found in the book I send to you.

I have a large acquaintance among the most valuable and exalted classes of men, but you are the only human being, for whom I ever felt an awful reverence. I sincerely pray God to grant a long and serene evening, to a life so gloriously devoted to the universal happiness of the world.

T. Erskine.

London, March 15, 1797.

[*From the Journal of Commerce*]

Arrivals at different Ports.—The amount of tonnage which entered at some of the principal districts of the United States during the year ending 30th Sept. 1831, is annexed. The reader will observe that the term district is not used as synonymous with port, because in some cases, besides the port which gives name to the district, there are other smaller ports included. In general, however, the tonnage entered at these smaller posts is extremely limited.

Districts,	*Tons and 95ths.*
New York	333,678
Mississippi, (N. Orleans)	181,772
Boston	125,373
Philadelphia	80,059
Baltimore	65,346
Charleston	53,389
Savannah	38,276
Portland	33,945
New Bedford	22,165
Mobile	21,966
Tonnage owned,	
New York	236,557.47
Boston	133,009 17
Philadelphia	71,689.89
New Bedford	38,236.55
New Orleans	46,917.47
Portland	42,717.79
Baltimore	35,631.25
Salem	28,196.83
Bath	26,668.34
Barnstable	25,184.98
Nantucket	22,327.51
Wiscasset	21,749.19
Plymouth	19,476.74
Penobscot, (Bangor, &c.)	19,177.05
Portsmouth, N. H.	16,643.30
Newburyport	16,577.47
New London	16,276.14
Providence	14,409.47
Charleston	12,314.84

FOREIGN INTELLIGENCE.

Maracaibo a Free Port.—A letter received by the brig William from Maracaibo, dated Sept. 10 says, Maracaibo has become a free port for goods going to Cucuta and New Granada, paying only three per cent duty. Persons now shipping their goods by way of Carthagena, will find it for their advantage to send them here."—[Journal of Commerce.]

Mr. Pedraza.—We are happy to have it in our power to announce, that the second mission from Mexico to Mr. Pedraza, to urge him to return to his country in the character of President of the Republic, has been successful. Private letters, from unquestionable sources, were received in this city yesterday from Bedford Springs, bringing the gratifying intelligence, that after an interview with Messrs. Zerezero and Zoto, the Commissioners, Mr. Pedraza, in the spirit, and with the views, which we confidently expected from him, yielded to the wishes of his country.

He is to set off for Mexico, on the 2d of October, accompanied by those gentlemen; and embarking on the Ohio, will take passage at New Orleans in the Mexican government vessel Bello India, which awaits his orders. He will probably be landed in his native country in a very short time; and, we sincerely hope will be able to effect all the good which his friends with reason anticipate.—[Daily Advertiser.]

Later from Europe.—The ship *Napoleon*, from Liverpool, whence she sailed on the 25th instant, is below. The London dates by her were to the 24th.

Our extracts are from the Extra of the Courier and Enquirer, though we have since received our files.

The King's speech on proroguing Parliament, is as unmeaning as usual. It has confident hopes that the Belgian question will be amicably settled, and that the civil war in Portugal will not embroil the rest of Europe. The speech, however, which is annexed, will speak for itself.

The accounts from Portugal add little to our previous knowledge.

The two squadrons of Don Pedro and Don Miguel were manœuvring in presence of each other, neither daring to engage, though there had been some distant cannonading, by which trifling loss only was occasioned to either side. If the squadron of Miguel be successful, and afterwards blockade Oporto, Don Pedro will be cut off from provisions.

King Leopold and his new consort made their public entry into Brussels on the 1st of August, and were cheeringly received.

The Times of the 23d states, on the authority of an express from Paris, of the 21st, that the King of Spain, on the 16th, gave notice, that neutrality respecting the contest in Portugal, having been violated by both France and England, he should consider himself at liberty to take such course as his honor and interests might require.

In the Cotton market the sales for the week previous to the sailing of the Napoleon, were 12,000 bales, at former prices—except for Sea Island, which had fallen 1-4d. per lb. No change in Coffee.

Extract of a letter from Manchester, dated Aug. 22.

"You see by the London Stock List the prices quoted for United States' Bank shares. (They had fallen about $9 per share.) The price of these shares will be much influenced in this country, so long as there is a doubt of the renewal of its charter. I hope the next Congress will renew it."

The unfortunate State prisoners at Ham, do not live on the most harmonious terms together. M. de Peyronnet has, lately, almost secluded himself from the society of his colleagues, "through good and evil report." Prince Polignac, on the contrary, though pensive, is not unsociable, and always preserves that courteous and equable demeanor, which never deserted him amidst his many and heavy misfortunes. M. de Ranéville amuses himself with the flute, and chess. Peyronnet's principal *kill time*, is his pen.—[Paris Correspondence of the Court Journal.]

The King's Speech.

About half past two o'clock on Thursday afternoon the King entered the House of Lords, and having taken his seat on the throne, his Majesty directed the Usher of the Black Rod to command the attendance of the Commons.

In a few minutes the Speaker, accompanied by several members of the lower house, made their appearance at the bar, when his Majesty proceeded to deliver the following speech:

My Lords and Gentlemen—The state of the public business now enabling me to release you from a further attendance in Parliament, I cannot take leave of you without expressing the satisfaction with which I have observed your diligence and zeal in the discharge of your duties during a session of extraordinary labor and duration.

The matters which you have had under your consideration have been of the first importance; and the laws in particular which have been passed for reforming the representation of the people have occupied, as was unavoidable, the greatest portion of your time and attention.

In recommending this subject to your consideration, it was my object, by removing the causes of just complaint, to restore general confidence to the Legislature, and to give additional security to the settled institutions of the State. This object will, I trust, be found to have been accomplished.

I have still to lament the continuance of disturbances in Ireland, notwithstanding the vigilance and energy displayed by government there, in the measures which it has taken to repress them. The laws which have been passed, in conformity with my recommendation at the beginning of the session, with respect to the collection of tithes, are well calculated to lay the foundation of a new system; to the completion of which the attention of Parliament, when it again assembles, will of course be directed.

To this necessary work, my best assistance will be given, by enforcing the execution of the laws, and by promoting the prosperity of a country blessed by Divine Providence with so many natural advantages. As conducive to this object, I must express the satisfaction which I have felt at the measures adopted for extending generally to my people in that kingdom the benefits of education.

I continue to receive the most friendly assurances from all Foreign Powers; and, though I am not enabled to announce to you the final arrangement of the questions which have been so long pending between Holland and Belgium, and though, unhappily, the contest in Portugal between the Princes of the House of Braganza still continues, I look with confidence, through the intimate union which subsists between me and my allies, to the preservation of general peace.

Gentlemen of the House of Commons—I thank you for the supplies which you have granted to me, and it is a great satisfaction to me to find, notwithstanding large deductions from the revenue occasioned by the repeal of some taxes which pressed most heavily on my people, that you have been enabled, by the exercise of a well considered economy in all the departments of the State, to provide for the service of the year, without any addition to the public burdens.

My Lords and Gentlemen—I recommend to you during the recess the most careful attention to the preservation of the public peace, and to the maintenance of the authority of the law in your respective counties. I trust that the advantages enjoyed by all my subjects under our free Constitution will be duly appreciated and cherished; that relief from any real causes of complaint will be sought only through legimate channels, that all irregular and illegal proceedings will be discountenanced and resisted; and that the establishment of internal tranquility and order will prove that the measures which I have sanctioned will not be fruitless in promoting the security of the State, and the contentment and welfare of my people.

By the *Elisha Dennison*, we have accounts three days later from England. Don Miguel's squadron had left the vicinage of Oporto, and returned to the Tagus—a virtual confession that it could not keep the sea in the face of Pedro's squadron. Moreover, as leaving Oporto open to supplies from abroad, that step must be considered important and favorable to the cause of Don Pedro.

There is no other news.

London Money Market.—*City, Saturday*—Consols for account closed rather heavily. In private bargains yesterday and this morning, they opened nominally at 83 3-8 sellers, and were done at 83 5-8, the express from Paris bringing the quotations of French Stock on Thursday afternoon a shade lower. The closing price of Consols for Account was 83 5-8 buyers, and for October 83 7-8 buyers.

There has been a further rally in Bank Stock of about 2 per cent. but it is not likely to be sustained, being considered more a forced market than otherwise.

In the Portuguese regency script there has been a sudden rise to the point from which it was depressed in the early part of the week. At 4 o'clock, the script was offered at 4 1-4 and 4 1-2 per cent. discount. The holders look upon the account brought by the Lisbon Packet as much more cheering than could have been expected, from previous advices from Oporto. It is said that a large quantity of supplies of various descriptions would have reached that place by 23d or 24th. Portuguese Stock left off at 48 1-2, being 3 1-2 per cent. above the extreme depression during the week—it has been done at 49. French Script, is nominally 1 1-4 premium.

Paris, Aug. 24.—5 per cents, 98f. 80c. 99f.—3 per cents, 68f. 95c.

The Journal of Antwerp says—"It seems that the fine American ship, with 7,000 bales of coffee, now at Flushing, and bound to our port, will, however go to Holland, because the price of that article is higher there, and because foreign ships coming from Java have a drawback of two florins per pekol."

PORTUGAL.

Falmouth, Aug. 23.—His Majesty's steamer Columbia, arrived here this morning from Lisbon and Oporto, having left Oporto last Sunday. No engagement had taken place between the armies when she left. Oporto is so strongly fortified as to be impregnable to any attack from the Miguelites. Don Pedro is in high spirits, and is very sanguine as to the successful result of his undertaking, and his troops are in an excellent state of discipline. The number is said by a gentleman on board the Columbia to be about 16,000 men, and not 12,000 as stated in my last communication, and Don Miguel's at 25,000 men instead of 40,000. The best of the tyrant's troops are about five leagues from Oporto. His forces at Lisbon are composed of royalist militia and volunteers who are described to be of the lowest and most disreputable characters. Desertions from Don Miguel's army to Don Pedro's are stated by the officers of the Columbia to be from 120 to 200 men per day. If such statement is accurate, Don Pedro will in a few weeks be in a fit state to commence his march towards Lisbon, as his own force is continually strengthening, and that of his antagonist in proportion weakening, and will be incapable to oppose his progress.

[*From the Times.*]

Falmouth, Aug. 23.—The Columbia steamer from Lisbon and Oporto has just arrived; and the information brought by her is in one respect important. She announces the return of Don Miguel's fleet to the Tagus, which they had all safely entered on Saturday, the 18th, the day the Columbia sailed. In Lisbon all was tranquil, and no great danger of the people being roused to resistance by foreign intelligence, as all vessels of all countries are prevented from entering Portuguese ports. Don Miguel thus voluntarily undertaking the great object Admiral Sartorius has in view, by blockading himself.

With respect to the skirmish between the squadrons, the account is, that, on the 10th inst. Don Miguel's fleet was about 40 miles off shore, at half past 9 P.M. the Dourado Frigate, of 44 guns, being ahead of the squadron; Admiral Sartorius observing this, bore down with the intention of cutting her off. She immediately tacked and came under the lee of the Don Joao. Sartorius with his frigate passed under the stern of the latter, poured in a broad side, then shot up and took a position on her bow, with the Donna Maria on her beam, and an engagement ensued. The ship of Sartorius received a shot which struck the fish of her mainmast about six feet above the gunwale, but did no material damage. Another shot from the Don Joao entered a port, killing two and wounding three men.

Sartorius then, at 45 minutes after ten, hauled off, it being very dark, and he being afraid he should fire into his consort, the Donna Maria. Next morning observed that the Don Joao had lost her main topmast. The number of killed and wounded aboard her not yet known.

The total number of killed and wounded on the side of Sartorius—two killed, eight wounded, five of them already dead. Miguel's fleet, according to all accounts consists of seven sail, the Don Joao, a frigate, the Dourado fifty four guns, three corvettes, and two brigs: while Sartorius had with him only the two frigates, Reirna de Portugal and Donna Maria.

Liverpool, Aug. 27.—Cotton—The market has been steady to-day; about 6000 bags have been sold on Saturday and to-day, at former prices.

Corn Market.—Though the weather the last few days has been very unsettled, and there is little of the grain in this district secured, and a considerable quantity uncut, prices continue to give way.

Some parts of the wreck of the Thetis have been brought home in the Britomart, lately arrived from South America, among which are her anchors, and it is singular that, in so short a period since her loss, the action of the water has nearly destroyed them. They are very much honeycombed and eaten away, and covered with barnacles and marine excrescences. The machinery of the capstan presents also a like appearance. The wood-work is so completely worm-eaten, that it fell to pieces on taking it up. Part of the iron tanks have also been brought home, but they are quite useless as such, being battered completely flat. Some of her iron knee-bolts, &c. indicate, from their present mutilated and distorted condition, the immense strain which was brought upon them before the vessel's sides were torn from her fastenings. We have frequently heard that the worms peculiar to South America have been known to make incredible ravages upon those parts of a ship's bottom where the copper has been worn or accidently torn off. This fact seems to point out the propriety of coppering launches or boats in daily use here, which would secure them from destruction, and prevent the necessity of hoisting them every night, saving much labor, wear and tear of purchases, &c.—*Plymouth Journal.*

On Monday week a wager, of a very Herculean task, which had been made some time, was decided upon the river Thames, for five hundred sovereigns. John Williams, a waterman belonging to Waterloo-bridge, was backed, for the above sum, to row from that bridge down to Gravesend, up the river to Richmond, and then back to the place of starting, within twelve hours, a distance of ninety-nine miles! Williams, who is about thirty-two years of age and of rather slender make, started exactly as St. Paul's clock struck seven in the morning, the tide having then ebbed about two hours and a half, and proceed-

ed down the river with much spirit and speed. The applause he met, no doubt, made him strain every nerve to win against time, which he did, by going through Richmond bridge, and returning to Waterloo bridge about twenty minutes after six o'clock, performing his gallant exploit, and gaining fifty sovereigns for himself, in addition to five hundred for his backers, having about forty minutes to spare.

THE DUCHESS DE BERRI.—An interesting narrative will shortly be published of the landing in the South of France of the Duchess de Berri, and her perilous journey to La Vendée. On finding herself chased by a Government cruizer, her Royal Highness determined to land. She was about to jump into a fishing-boat, into which three of her companions had already descended, when, owing to a swell, she fell into the sea, and was only saved by being dragged out by the hair. It was in this state that she effected her landing, and had to walk nine miles before she could reach a miserable hut, where she spent the night. The next day a messengor apprized her of the unsuccessful rising at Marseilles, the turn of which she was awaiting within a few miles. She immediately resolved to throw herself into La Vendée. On her chief adviser remonstrating on so desperate a plan, she nobly exclaimed, "J'y march; les Bourbons n'ont que trop souvent quitte le sol Français." The following night she spent in the woods. In one large town a friend who was disguised as her servant, was sent to buy her something, and was recognized by a gentleman, who immediately discovered the personage he was with, and zealously assisted in favoring her progress. At a chateau where she stopped, and was enthusiastically admitted, the village parson, on entering the drawing-room, exclaimed, "Mon Dieu, comme cette Dame ressemble a la bonne Duchesse!" He was, however, made to believe that she was a cousin of the family. At another house she was holding a newspaper in her hand, when a visiter came up and asked what news of the Carlo Alberto and Madame? She quietly read him a violent article against herself and friends. She went through another large town dressed as a groom, and standing behind her carriage. They are after her now, and maintain that she is the Bocage, and was seen lately crossing a rivlest on horseback.—[London Sun.]

Lord Milton has, we understand, bestowed on John Clare, the Northamptonshire poet, a handsome house, with a garden and large orchard, amounting in all to six or seven acres; and when this is considered, in addition to a small annuity,—some 30*l.* per year or so,—we are bound not only to praise Lord Milton, but put his name down among the public benefactors to the muse.—*Athenæum.*

A tulip, called Fanny Kemble, was lately sold at Croydon to a florist in Chelsea for 100*l.* So great at one time was the tulip mania in Holland that 500*l.* has been given for a tulip, and a single root was considered an ample fortune for a young lady in marriage.—[English Paper.]

A two-fold suicide through love has just been committed at Marseilles. A young dress-maker, of extraordinary beauty, had formed an intimacy with a journeyman joiner, but the family of the latter objected to their union. They resolved, therefore, to put an end to their existence by suffocating themselves with charcoal. They were found lifeless, clasped in each other's arms, and wearing more elegant dresses than they were known to possess.—[French paper.]

Viscount de Mirabeau.—Mirabeau used to relate, with great glee, an anecdote of his brother. The Viscount de Mirabeau was a very fat and heavy man; the people called him *Tun-Mirabeau*. One evening, going to pay his court to *Mesdames* the King's aunts, the usher of the chamber, deceived by the darkness of the corridor and the heavy walk of the Viscount, mistook him for *Monsieur*, the King's brother, whose gait was very similar, and announced him as such. "*Monsieur*," said he, throwing open the door of the apartment. "Oh! it is only *Monsieur*, brother of King Mirabeau," said the Viscount; and the courtly circle laughed heartily at an allusion which was not entirely devoid of truth.—[Dumont's Mirabeau.]

The Circulating Medium.—The quantity of gold and silver money circulating in the commercial world, is estimated by Mr. M'Culloch, at something less than three hundred millions sterling.

A musical amateur in France has challenged all the whistlers of Europe to produce as much noise with one instrument as he can make with his mouth. It is said that he is coming to England, where he has been engaged by the director of the French Theatre.—[Le Creole.]

Miss Kelly, whose experience is great, and whose talent is at least considerable, is actively engaged in making preparations for the commencement of her undertaking—the establishment of a school for acting, with certain public exhibitions, to prove the advantages of her system in the improvements of her pupils. Nothing can be more wanted at this present moment. The Queen has most graciously promised to give Miss Kelly all the countenance in her power; and the Duke of Devonshire, within the last week, has come forward, in the kindest and most liberal manner, to afford every assistance, both in public and private capacity. Miss Kelly will, therefore, commence with the most flattering prospects. She will open her system by some monological entertainments, if we are rightly informed, in the nature of lectures, and she will probably be ready early in the autumn.—[London Observer.]

Condition and Morals of Labourers in New South Wales.—For several years past, tradesmen and mechanics of the more useful classes, such as carpenters, stonemasons, blacksmiths, wheelwrights, &c. have been able to earn from 5*s.* to 10*s.* per day in Sydney. I believe there has scarcely been an instance of a good workman of either of these descriptions, and of some others of the kinds which are most in request in a new country, receiving less than 5*s.*; and men of great skill and industry have often been able to obtain more than the larger sum by their daily labor. Even common labourers procure from 3*s.* to 3*s.* 6*d.* per day in Sidney. It must not, however, be supposed, that all the mechanics and tradesmen in the colony, whose labor is at their own disposal, are fully employed at these prices. The very reverse is the case. The peculiar circumstances of the colony are such as, in this respect, altogether to alter the relation usually subsisting between supply and demand in the commodity of labor. These circumstances are, the indolent and depraved habits of the workmen; and, secondly, the cheapness of provisions. A very small proportion of the working classes have industry and steadiness enough to continue their labors from day to day, with the view of accumulating their earnings, in order to better their condition in life; and the greater part of their time is, accordingly, spent in sloth and dissipation;—or if a greater portion of their time be given to labor, it is only that they may plunge the deeper in debauchery during the remainder. The extreme cheapness of the necessaries of life, which makes it *possible* for a man to maintain himself during a week on the wages of one day, enables them to keep up this system, and to make their own terms with the master: and thus those to whom labor is indispensable are forced to pay a most exorbitant price; and the majority of persons, especially of those resident in the country, are obliged to content themselves with such mechanical labor as is requisite to carry on the most necessary operations on their farms, and to postpone all improvements to an indefinite period; while, at the same time, half the mechanical skill in the colony is running to waste. It is evident, therefore, that the very high price which is paid for labor, is not altogether the effect of the scarcity of laborers, but results from their disregard for any thing beyond the means of present gratification,—from the cheapness of provisions, which enables them to keep up the price of labor by refusing to work, unless on their own terms; and, perhaps, from their depravity of character, which would lead many of them to prefer the alternative of turning robbers and bushrangers, rather than submit to labor, unless for such a remuneration as will enable them to indulge their habits of indolence and intemperance. About 12 months ago, the shopkeepers and dealers in Sydney came to the resolution of abolishing the *currency prices*, and substituting sterling prices in their stead. In other words, instead of taking the Spanish dollar at the nominal rate of 5*s.*, and charging for their goods accordingly, they professed to reduce the nominal price of their goods, and to take the dollar at its real value of 4*s.* 2*d.* In consequence of this change, which was almost universally adopted, mechanics and work people insisted on being paid in sterling the same nominal sum which they were formerly paid in currency, alleging that the shopkeepers would only receive their dollars at 4*s.* 2*d.*, instead of 5*s.*, as formerly. They combined to enforce this demand, by refusing to work unless their wages were raised in the same proportion, and in the majority of instances they were successful.—[Bushby's Authentic Information relative to New South Wales and New Zealand.]

FROM MEXICO.—Capt. Davis, of the ship Congress, arrived yesterday from Vera Cruz, informs, that there was no news of importance. It was daily expected that a battle would take place between the troops under Generals Montezuma and Bustamente. They were only 14 leagues apart; and from the situation of the armies, no doubt a decisive battle had been fought a few days after he left.—[Gazette.]

LITERARY VARIETIES, &c.

We have received the New England Magazine for October, and shall take an early opportunity of noticing its contents which are as follows:

Original Papers.—Westpoint; Female Education; The Schoolmaster, chap. 5; The Fortunes of Mendokaycheenah; The Fair Eckbert; Sonnet; Art and Nature; Early American Artists and Mechanics, No. 2; Paul Revere; Horace in Boston; Europe, No. 2; France; Dialogue between a Coffin and a Diamond Ring on the finger of a Corpse; Commencement; Selections from the Papers of an Idler, No. 4; Scintillations of Science; Lines written at Sea. *Politics and Statistics*—United States. A System of Universal Geography, popular and scientific, &c., illustrated by Engravings; by S. G. Goodrich. History of the United States, &c.; by Noah Webster, LL. D. View of the Valley of the Mississippi, or the Emigrant's and Traveller's Guide to the West. A Dictionary of Biography; comprising the most eminent characters of all ages, nations and professions; by R. A. Davenport. The History of Plymouth; by James Thatcher, M. D., A. A. S. Dreams and Reveries of a Quiet Man; by one of the Editors of the New York Mirror. Studies in Poetry and Prose; by A. B. Cleaveland, M. D. The Missionary Gazetteer, illustrated by engravings; by B. B. Edwards. The American Pharos, or Lighthouse Guide; by Robert Mills, P. A. Engineer and Architect, member of the Columbian Institute. An Oration delivered before the citizens of Newburyport, on the Fifty-sixth Anniversary of American Independence; by Caleb Cushing. Universities and Colleges, and Literary Societies. Obituary Notices.

The agents for this work in this city are Messrs. Peabody and Co., 219 Broadway.

This number is embellished with a Lithograph of Paul Revere, a descendant of one of the Huguenots, who left his native country to escape persecution. He was one of the committee of thirty mechanics, in Boston, who formed themselves into a body for the purpose of watching the movements of the British in the year 1775. Colonel Revere was the first President of the Massachusetts Charitable Mechanic Association, which was instituted in 1795. His descendants are amongst the most respectable of our citizens.

PHILOLOGICAL.—A correspondent of a Philadelphia paper, who dates from Canandaigua, in this state, writes as follows, to the Editor of the U. S. Gazette:—

In a notice of the travels of Tyerman and Bennett, in the last No. of the American Quarterly Review, when speaking of the state of civilization at the Sandwich Islands, the following sentences occur:

"We may here take the opportunity to express our dissatisfaction with the missionaries for having, when reducing the oral language to alphabetical writing, adapted the vowel sounds in somewhat an arbitrary manner. Had they followed any one of the European languages their plan would have had the merit of consistency, and as the natives are likely to have more intercourse with the Americans and the English, than with people speaking French, Spanish or Russ, we think that the English alphabet should have been selected in preference. The one they have adopted is neither French, Italian, nor German, but apparently a compound of the three."

It is to be regretted the Reviewer did not take the trouble to make himself acquainted with the Hawaiian alphabet, before he penned the above sentences. He is speaking of the vowels, and thinks if the sounds given them were similar to those in any of the European languages, the plan would have had the merit of consistency. Now the fact is, the sounds of the Hawaiian vowels, *are* similar to the sounds given the same characters by the principal nations of Europe. It is well known, however, that in the European languages, most or all of the vowels have more than one sound, although in the greater number of words, the same vowels have the same sound. Now the sounds which in the European languages are *most commonly* used are the very sounds appro-

pristed to the same vowels, at the Sandwich Islands. The only difference is that the Hawaiian vowels retain the same sound under every combination, while in the European languages the sound of the vowels is occasionally changed.

A Spaniard who resides at the Sandwich Islands, and who understood the Hawaiian language, was able to read understandingly the books published by the missionaries, the first time that he saw them.—Not only so, but he was able to *write* in the Hawaiian language, and did, without any instruction from the missionaries or natives, write letters of business to the chiefs. I was residing at the islands at the time, and recollect the circumstance perfectly well.

But the reviewer thinks, that, as the English and Americans have more intercourse with the islands than other nations, the English sounds of the vowels should have been adopted. The Reviewer is not sufficiently explicit. Would he have recommended that the vowels separately should represent *all* the sounds which they do in English? This would have been productive of great confusion. The letter a, in English, has at least eight distinct sounds.—The e has six sounds; the i three; the o eight or nine; the u three or four, and the y two or three.—Every vowel in the English alphabet has also in some word the sound of u in the but; and there are 14 or 15 other combinations of letters to express the same sound. Every vowel has also in some word the sound of i in pin. Would the Reviewer think it expedient to introduce all of these various sounds into a new alpabet? Surely not. It is said that the vowels should each represent one of the sounds which they have in English, *they do*. The vowel a is, in the Hawaiian language, sounded as in father; e as in they; i as in machine; o as in pole; u as in rule, true. These represent all the vowel sounds in that language, and each of the consonants used, represents one of the sounds which they do in English. Experience has proved the great advantage of having but one sound for one letter. Alphabets on the same principle as the Hawaiian, have been introduced at the Society Islands, among the New Zelanders, and among several tribes of the North American Indians, and the consequence is, that persons may learn to read and spell with such an alphabet, in a very few days. L.

A Poet's Expedition.—M. Alphonse de Lamartine has just left France on a poetical tour. The London Literary Gazette gives the following account of his outfit:

He freighted at his own expense L'Alceste brig, of 300 tons, commanded by Captain Le Blanc. He takes with him his wife and their only daughter, Mademoiselle Julie, who is just ten years old. He intends first to visit Constantinople, thence to proceed to Jerusalem, Palmyra, and Balbec, if the Arabs will allow him, it being his aim to pass into Egypt, and ascend the Nile as far as Thebes. M. de Lamartine is to winter at Smyrna, and see the isles of the Archipelago, and return home through Italy.—"Such," he observes, "is the plan of my long and adventurous voyage. I do not calculate upon writing; I go to seek a purely personal inspiration of this great theatre of the religious and political events of the ancient world: I go to read, before I die, the finest pages of the material creation. If poetry should find them fertile in new inspirations and images, I shall content myself with gathering them into the silence of my thought, to color a little the literary future that may remain for me."

At a late sitting of the Grammatical Society of Paris, a question arose as to the right way of pronouncing, *à la Francaise*, proper names derived from foreign languages. Whether, for instance, though we write Lord Byron, Necker, &c., it should be pronounced Lord Byron, Nécker, or Lord Ba-i-rone, Nekre, &c. Mr. Marle spoke upon the subject. Opinion was divided, he said, not only respecting the pronunciation of the two words cited, but also respecting the greater part of foreign names received into the French language. Some persons say Biron, Necker, &c., others Ba-i-rone, Nécker, &c., but it is to be remarked that the latter appear to wish to prove by this affected pronunciation that they are acquainted with English and German, which is puerility, or rather pedantry. If the first condition of a well constructed language be its clearness, the second is, perhaps, the facility with which every one is able to speak it correctly, for languages were created for the mass, and not for a few individuals who can dispose of a great deal of time in studying useless difficulties, like those idle persons who pass their lives in finding out the solution of a charade. To pronounce Lord Bairone for Lord Byron, he said, would be a reason for pronouncing Count Aberdeen as if it were Count Abadine, and Sir William Adams like Sir Ouillem Edems.—M. Marle added several other similar examples, and remarked, that to pronounce upon this system would be to speak French like German, Italian, English, and Spanish, and would give an idea that every Frenchman was conversant with all the languages of Europe, corrupt the purity of French, and surround its pronunciation with difficulties. It would also, he contended, shock French ears unaccustomed to the sounds, as well as those foreigners whose pronunciation we disfigure when we attempt to give it with fidelity. After some discussion, the society decided that the pronunciation ought to be Biron and Necker, and that the same rule should be followed for all proper names taken from foreign languages. In other words, that proper names, derived from a foreign source, should be pronounced according to the French rule for the sound of the letters.

The Frankfort Zeitung contains the following—"The city of Berlin possesses among its citizens M. Adalbert de Chamisso, author of the well-known romance 'Peter Schlemihl,' who is also a traveller round the world, and a Sovereign! The late King of the Sandwich Islands, delighted with the beauties of this author's works, has bequeathed to him the absolute sovereignty of one of the islands of that Archipelago."

Eisteddfod.—This congress of the Welsh poets, bards, and minstrels, at Beaumaris, promises, we hear, to be very interesting. Great preparations are making, and the potentates of the Principality will enjoy a scene well calculated to remind them of the days of their forefathers, except that they have balls and sports instead of fraya and battle, in addition to harp and song.—[Literary Gazette.]

[*From the London Metropolitan for August.*]

Another Mrs. Trollope!—Previous to its publication we have been favored with a sight of a very interesting work, being the "Narrative of a Tour through the United States, by a Lady;" and as we perused it we could not help fancying that it was written by Mrs. Trollope herself, when in a better humor with the Yankees than she appears to have been, after a two years' residence in the country. There is a liveliness and humor running through the work, without any spice of ill nature; and we must acknowledge that many of Mrs. Trollope's observations on our trans-atlantic friends are fully corroborated. The following description of a party in a steamboat to Albany is very characteristic:

"I do not like New York, and I could not be tempted to live there if I was offered the best house in the city. It was extremely hot the week we were there, and I neither liked the looks or manners of the inhabitants. The ladies walk the streets in the morning in satin slippers, their dresses over white satin slips, gauze hats as large as umbrellas, with forests of flowers waving in all directions. I went to church on Sunday, and I might have imagined myself at the Opera rather than a place of worship: the dresses, laughing, and incessant conversation of my neighbors on every side, made devotion quite impossible: and my husband was so much disgusted, that he took his hat and walked out of the church before the service was concluded. Bishop ——— preached a confirmation sermon, which was a most excellent one; the ceremony was to take place immediately after, and the congregation were to remain for a concluding prayer; but the scene was so *animating*, and so indecorous for such an occasion, that we did not remain to witness it.

"The young persons who were to be confirmed threw off their fine hats, and crowded from the galleries to get a good place so boisterously, that it reminded me of a push to get into a theatre, to see some popular actor; and those who were to be confirmed had flowers of orange blossoms in their hair, and evinced so much concern for their looks, that it gave me more the idea of a wedding than a consecration. I was heartily tired of New York, but we could not get away under a week, and the only agreeable occurrence was a sail up the North River, in a steamboat, to a place called Westpoint, where there is an establishment for Cadets training for the American army, to beat the English. No scenery can exceed the beauty and magnificence of the North River, on each side. The girls were wild with delight, and even those who had been accustomed to the picturesque beauty of Switzerland, might have been gratified by the mountain scenery which extended twenty miles, and which, I am told, increases in splendor as you advance towards Albany. The steamboat was a moving ark, and I cannot describe my sensations when it began to move, for I had no idea I was on board, and thought we were in some store, where the passengers assembled in readiness to embark; and when we were really moving at the rate of fifteen miles an hour I was in dismay, and thought the wharf, stores and all had given way.—You can form no idea of the size and beauty of these steamers; the one we were in was equal to an hundred and eighty horse power, and there were more than three hundred passengers on board going up to Albany. We dined at Westpoint, one of the sweetest romantic spots in the world, and the return steamboat from Albany took us up, and brought us back to New York on one of the most beautiful moonlight evenings I ever saw. The cabins are fitted up with satin wood, rose wood, bird's eye maple, and mahogany: the curtains blue silk to all the berths, and the bed-linen as white as snow. We breakfasted on board, and the whole party were accommodated in the eating apartment. There was every kind of meat, fish, cakes, fruit, tea, coffee and chocolate, and as good attendance as you could meet with in a London hotel. We saw more of the American manners on board the steamboat than elsewhere, as all are on a footing and pay the same fare, and therefore consider themselves entitled to say and do what they please. But I must do them the justice to say, with all their freedom and independence, the *men* are infinitely more polite to the ladies than the *gentlemen* in England. We never moved from one side of the boat to the other, but twenty *fellows* started from their seats and placed their chairs for us, entered into conversation, which in them is not considered impudence; and we found them useful in describing the different scenes we were passing. To be sure, they were quite free and easy, and made themselves one of our party, always making a circle round us when we moved, and laughing with us, and occasionally treating us with their observations."

We have extracted sufficiently to enable the public to form some idea of this work; we shall conclude with an observation at the close, very different from the sarcasms of Mrs. Trollope. "I do like the Yankees, they are hospitable and kind hearted: they make you welcome at once, without inquiring whether you are honest, as if there was a danger of losing your spoons and napkins if they invite you to dinner. Much as there is to laugh at, there is much more to commend, and if not yet arrived at that state of civilization to which we pretend, they at the same time have not yet fallen into the selfishness and meanness which disgrace our refinement."

Nassau.—The annual commencement of this institution took place at the seat of its location in Princeton on Wednesday of last week. The first degree in Arts was conferred on twenty-two young gentlemen. The degree of A. M. on twenty-five gentlemen, Alumni of the College, and the honorary degree of A. M. on five gentlemen.

The degree of D. D. was conferred on the Rev. Benjamin H. Rice, and the Rev. Jonas King, of Athens, Greece.

The Alumni Association was addressed by the Hon. Samuel L. Southard, and, from a gentleman who was present, we learn that he has never been surpassed in the impression which he made upon his auditory, by any of the distinguished orators who have preceded him.

The Rev. Dr. John M. Dowell, of Elizabethtown, was appointed agent of the Alumni, to carry into effect the purposes of the Association. Eleven thousand dollars have been subscribed by them for the endowment of a professorship. We understand that the trustees of the institution have resolved to erect another large building for the accommodation of its students. Mr. Benedict Yager was appointed Professor of the German and Italian languages, and Lecturer on Natural History; and Mr. Joseph Henry, Professor of Natural Philosophy.—[Advocate and Journal.]

At the annual commencement of Washington College, Hartford, 27th ult. the degree of A. B. was conferred on eleven young men, the degree of A. M. on four, and that of D. D. on the Rev. David Butler, Rector of St. Paul's Church, Troy, N. Y.

The 24th of this month, says the National Gazette, will close the third half century since the landing of William Penn. We learn that the Penn Society intend to celebrate the day with due solemnity. Mr. Duponceau will deliver a Discourse on the occasion.

MISCELLANY.

[From the Journal of Commerce.]

GREECE.—In the British House of Commons, Aug. 6th, Lord Palmerston announced that a convention had been "all but formally concluded" between the three Powers and the Ottoman Porte, by which the Northern boundary of Greece was to run from the Gulph of Volo in the Ægean Sea, along a range of mountains, to the Gulph of Arta in the Adriatic. As this boundary is fixed upon in the Treaty which raises Prince Otho to the throne of Greece, it may be considered definitively established. By looking at the Map, it will be seen that the whole of Acarnania and Ætolia, which are chiefly inhabited by a Greek population, are thus included in the kingdom of Greece; whereas, by the boundary before contemplated, the whole of Acarnania and the greater part of Ætolia, were included in the dominions of the Sultan. The acquisition of this territory is of great importance to the new State, not only because it adds 2000 or 3000 square miles and 80 or 100,000 inhabitants to a country still sufficiently small, but because it affords a strongly marked and easily defensible frontier. Mr. Anderson, who visited Greece in 1829, and whose map is constructed according to the boundary fixed by the Protocol of Feb. 3, 1830, running from the Gulph of Zeitoun in the Ægean Sea to the source of the river Aspropotamos, and thence along its south eastern bank to where it empties into the Adriatic, says, "It is a pity these two Provinces, Acarnania and Ætolia, should have been excluded from the benefits of the Revolution, when two-thirds of the soldiers in the Greek army belong to them, and when their inhabitants contributed more than any other two Provinces to the success of the struggle, and had been less completely subjected to the Turkish rule than those of the other parts of Greece—Mani perhaps excepted." This cause of regret is now happily removed.

The population of Greece as now constituted, is variously estimated, at 635,000 to 900,000 souls.—The extent of territory, including Acarnania, Ætolia and the Islands, is about 18,000 square miles, equal to two fifths of the state of New York, and as thickly populated. The Morea or Peloponnesus, comprises 7,227 square miles; being about equal in extent to the State of Massachusetts.

The new King, Otho of Bavaria, is a youth of 17 years. He takes with him into Greece 3,530 Bavarian soldiers, who will relieve the French troops now in the Morea. During the minority of the King, i. e. until he is twenty years of age, his rights of sovereignty are to be exercised, in their full extent, by a Regency, consisting of three Counsellors, to be appointed by the King of Bavaria.

To defray the expenses incident to the formation and maintenance of the new government, England, France, and Russia, in equal proportions, provide and become responsible for a loan of 20,000,000 francs, [$3,750,000,] and place themselves under obligations to furnish two additional instalments of equal amount if the exigencies of the country shall require it. From the funds thus provided, a suitable indemnity is to be paid to Turkey for the relinquishment of Acarnania and Ætolia. The whole is to be refunded by the Greek Government in due time, and for the payment of the interest and a certain amount of the principal annually, its revenues are mortgaged to the three Powers.

It is mortifying to see the land of Demosthenes thus trammelled and fettered by foreign associations; yet all things considered, a better result could not have been reasonably expected. She was taken up by the three Powers when in a state of extreme depression, and all that she differs from a dependency of Turkey, rendered more abject by her ineffectual struggles to be free, she owes to foreign interference. Under these circumstances we have no right to complain of her fate, and can only hope that the glowing picture of Lord Palmerston may be realized, when he said, "it required no very sanguine fancy to anticipate, from her maritime advantages and fruitfulness of soil, a commercial eminence, such as distinguished Venice and Genoa during the last sunshiny days of Italian story."

[From the Journal of Commerce.]

THE FALKLAND ISLANDS.—From Bissett's Continuation of Hume, vol. 7, page 317, and from the British Annual Register for 1771, it appears that the first discovery of these Islands was made by Captain Davis, an English navigator, in 1592, who left them however, without giving them a name. In 1594, Sir Richard Hawkins saw them, and named them "Hawkins Maiden Land." In 1598, Sebald De Wert, a Dutch navigator, supposing himself the first discoverer, called them Sebald's Islands. Nothing more appears to have been heard of them in England for nearly a century; and even their existence began to be questioned. In the reign of King William, however, Strong, an English marinier, whose unpublished manuscript is in the British Museum, found them, and gave them the name of "Falkland Islands." Some others touched there in Queen Anne's reign, but they were deemed of no importance, till from Lord Anson's voyage, it was thought desirable to have a friendly place of refreshment nearer the Cape than Brazil. In consequence of this, some vessels were sent out in 1748, "to examine Falkland Island, and make further discoveries in the South Seas." Before the sailing of these ships, the Spanish Ambassador at London remonstrated against their destination, asserting the right of the Spaniards to the exclusive dominion of the South Seas. The British Ministry declared the examination of the Falkland Islands to be their sole object. After the peace of 1763, viz. in Feb. 1764, a French expedition which sailed from St. Malo, under Col. Bourgainville, (a private adventurer,) arrived at the Falkland Islands, and established themselves at Port Louis. In the same year, an expedition of discovery to the South Seas, was fitted out under Lord Byron, by the British Government. Arriving at the Falkland Islands, and finding a commodious harbor, they entered it and took possession of the "port and surrounding Islands, in the name of the King of Great Britain," and called the haven "Port Egmont." In 1760, Bourgainville transferred his establishment and rights to Spain, and took there, in a vessel under his command, a Spanish Governor, and some troops from Buenos Ayres, who took possession in the name of the King of Spain, and gave to the port the name of "Solidad Carlior." In the same year Capt. McBride arrived at Port Egmont from England, where he established a garrison. It does not appear that either of the settlements knew of the other before 1769, in which year the British frigate Tamar fell in with a Spanish schooner from Solidad, while cruizing off the Islands, and ordered her to depart from the coast, which he claimed as belonging to Great Britain, asserting the English title by discovery and occupancy. Reciprocal warnings to quit, were given to both parties till January 1770, when the Tamar frigate sailed for England. The Governor of Buenos Ayres then sent five frigates to Port Egmont with troops, who invested the garrison, which being inferior in force, capitulated, and stipulated to evacuate Port Egmont in a specified time. The English Ministry in September of that year, receiving intelligence of this outrage, demanded satisfaction of the Spanish Ambassador, and a restitution of the Islands, with a disavowal of the act of the Governor of Buenos Ayres. The Court of Spain at first insisted that the British Government should, as a preliminary, disavow the warning given to the Spanish schooner. This was indignantly refused by the British Government, their Minister was recalled from Spain, and preparations for hostilities commenced.

On the 22d January, 1771, Prince Massarano, the Spanish Ambassador at London, delivered a declaration of the King of Spain, disavowing the violent enterprize of Bucarelle, the Governor of Buenos Ayres, and promising to restore Port Egmont, with the fort, &c. according to the inventory taken before the evacuation. The declaration added, "This engagement to restore Port Egmont, cannot, nor ought, in any wise, to affect the question of the prior right of the sovereignty of the Malvina Islands, otherwise called Falkland Islands." The British Government replied, that the King would look upon that declaration, and the full performance of the the engagement, as a satisfaction for the injury.

In Melham's Gazetteer it is stated that Port Egmont was abandoned by the English, May 22, 1774, by request of the King of Spain, who felt uneasy at having the English flag flying in these seas; and in the Edinburgh Encyclopedia it is said, that the Spanish Government afterwards used these Islands as a prison for convicts from their South American provinces.

Since 1798 or 1800, there has been no settlement in or on the Falkland Islands, until 1825, when Amelia Vernet, brother of Lewis Vernet, went there in a brig from Buenos Ayres, for the sole purpose of taking cattle and hides. He had with him one Englishman, three or four Spaniards, and six or eight African slaves. He had no supplies but bread, and in March 1826, had not bread for one day, when he was supplied by an American schooner. In 1827, Lewis Vernet arrived there with his family, and with him some additional men for taking cattle; claiming only the right (or privilege) of trading with vessels and that they should not disturb the cattle. No act of hostility or show of authority was manifested, until the capture of the schr. Harriet, in July, 1831; and soon after, of the Breakwater and Superior.

TWENTY DISSUASIONS FROM DESPONDENCY.—1, If you are distressed in mind—live; serenity and peace may yet dawn upon your soul. 2d, If you have been happy and cheerful—live; and diffuse that happiness to others. 3d, If misfortunes assail you by the faults of others—live; you have nothing wherewith to blame yourself. 4th, If misfortunes have arisen from your own misconduct—live, and be wiser in future. 5th, If you are indigent and helpless—live; the face of things like the renewing seasons may yet happily change. 6th, If you are rich and prosperous—live, and enjoy what you possess. 7th, If another have injured you—live; the crime will bring its own punishment. 8th, If you have injured another—live; and recompence good for evil. 9th, If your character be unjustly attacked—live; that you may see the aspersion disproved. 10th, If the reproaches be well-founded—live; and deserve them not for the future. 11th, If you are eminent and applauded—live; and deserve the honours you have acquired. 12th, If your success be not equal to your merit—live; in the happy consciousness of having deserved it.—13th, If your success be beyond your merit—live; in thoughtfulness and humility. 14th, If you have been negligent and useless in society—live, and make amends. 15th, If you have been active and industrious—live; and communicate your improvement to others. 16th, If you have spiteful enemies—live; and disappoint their malevolence. 17th, If you have kind and faithful friends—live; to protect them. 18th and 19th, If you have been wise and virtuous—live; for the benefit of mankind. 20th, If you hope for immortality—live; and prepare to enjoy it. These dissuasions are ascribed to the pen of a popular and amiable poet.

Bassora, which is situated at the head of the Persian Gulf, on the river Euphrates, and contains about 60,000 inhabitants, is the great market for Asiatic produce destined for the Ottoman Empire. The cholera lasted fourteen days in this city, in which time it carried off from 15,000 to 18,000 persons, or nearly one-fourth of the inhabitants. From Bassora it was carried by the boats navigating the Tigris, as far as Bagdad, and there it destroyed one-third of the population.—[Quarterly Review.]

The Mind Fever.—Of the causes of disease, anxiety of mind *is* one of the most frequent and important. When we walk the streets of large commercial towns, we can scarcely fail to remark the hurried gait and care-worn features of the well-dressed passengers. Some young men, indeed, we may see, with countenances possessing natural cheerfulness and color; but these appearances rarely survive the age of manhood. Cuvier closes an eloquent description of animal existence and change, with the conclusion that "life is in a state of force." What he would urge in a physical view, we may more strongly urge in a mural. Civilisation has changed our character of mind as well as of body. We live in a state of unnatural excitement;—unnatural, because it is partial, irregular, and excessive. Our muscles waste for *want* of action; our nervous system is worn out by *excess* of action.—[Thaukrah, On the Effects of Arts, &c.]

Royal Occupations, Present and Past.—Tuesday, or any other day, in the week, 1832.—His Majesty rose at eight—devoted the forenoon to occupation in his Cabinet—took his usual airing with her Majesty—on his return gave audiences to several individuals—dined with his family and six private friends—received a small party for music and cards—and at eleven retired to rest.—Anno 1314 (old MS.). Paid to Henry, the King's barber, for money which he *lent* to the King (Edward II.), to play at cross and pile (*heads and tails!*)—five shillings.? Item, paid to Peres Bernard, Usher of the King's Chamber, money he *lent* to the King, and which he *lost* at cross and pile, to Monsieur Robert Waterville, *eightpence.*—[London Court Journal.]

LADY NOEL BYRON, and her daughter the Hon. Augusta Ada Noel Byron, have for some time been living most retiredly at Brighton. The Hon. Miss Byron, "sole daughter" of the late highly gifted Nobleman of that title, is now in her 17th year, and a young lady of considerable personal beauty and accomplishments. She will inherit the large fortune of her grandfather, the late Sir Ralph Milbanke Noel, Bart. Lady Byron is co-heir with the Hon. Nathaniel Curzon, eldest son of Lord Scarsdale, of the Barony of

Wentworth, (by writ 1529,) now in abeyance, her Ladyship's mother, the late Lady Milbanke, being the sister and co-heir of the late Viscount Wentworth, on whose death, April 17, 1815, the title of Viscount Wentworth, became extinct, but the Barony of Wentworth fell into abeyance between the heirs of the sisters.

The Duke of Reichstadt.—The rumor which ascribes the death of the young Duke of Reichstadt to the effects of a wound received in a duel, is wholly destitute of foundation. The strict surveillance under which, at the instigation of Metternich, this young prince was kept, from the period of his arrival in Vienna, would have rendered such an event utterly impossible. Till he attained his nineteenth year, he was never suffered to stir from the palace of the *Burg*, without his governor Count Dietrichstein, or his sub-governor; whether to attend his lessons at the swimming school, or take a walk on the bastions, or a ride in the Prater. Although naturally of a very lively turn, (so as to be constantly sent for by the Empress, to amuse his dull old grandfather the Emperor, whenever he was out of spirits or temper) he was not suffered to form an intimacy with any young persons of his own age. During Don Miguel's residence at Vienna, all private intercourse was carefully intercepted between the two young Princes; and towards the youthful English nobles attached to the British Embassy, he was required to maintain the same formal reserve;—the Duke de Reichstadt, even while commanding a regiment of cavalry, has been kept in a state of tutelage. The premature death of this interesting young man cannot, however, be attributed directly or indirectly to moral causes. Naturally of a feeble constitution, and delicate conformation, he outgrew his strength so early as his sixteenth year, and has never attained anything like robust health; while the damp atmosphere of the Palace of Schoenbrunn, which is situated in a hollow, overhung by a range of hills, has tended to his state of further enervation. The young Duke bore a strong resemblance to the house of Hapsburg; having a narrow face and high forehead, with light glassy eyes. His mouth and chin, however, were those of Napoleon, and his attitudes, (particularly his mode of sitting with his hands clasped and head protruded, at the public theatres of Vienna, where he nightly made his appearance in the Imperial box) are said to have conveyed a strong impression of Buonaparte. We can believe this the more readily, from the affectionate and profound interest with which we have seen him contemplated by certain French travellers, attached to the old order of things. The Duke of Reichstadt had a separate establishment in a wing of the quadrangle of the Imperial Palace; and removed with the Court for the summer months to the Palaces of Schoenbrunn or Lachsenburg. He was born on the 10th March, 1811; and died in the 22d year of his age. His remains have been interred in the vault of the Imperial family, within the convent of the Capuchins, forming part of the Palace at Vienna. He is said to have been attended by the Arch-Duchess with great affection during his last illness, (a pulmonary consumption of the most decided kind.) But the parent and child have been studiously estranged from each other; and the large family borne by Maria Louisa to her second husband (the late Count Neipperg) is supposed to have in some degree estranged the tenderness of her Imperial Highness from this solitary pledge of her first ill-omened nuptials.—[Court Journal.]

Necrology of 1832.—The *Revue Encyclopedique* enumerates the following distinguished Europeans as having died in the first six months of the present year: in England—Crabbe the poet; Munden the actor; Dr. Bell, founder of the Madras system; Muzio Clementi, the celebrated pianist and composer; John Taylor the journalist; Mrs. Musters, the Lady Chaworth of Lord Byron; Bentham, the jurisconsult; Sir. J. Mackintosh, the historian, &c. In Sweden—F. Ormie, a distinguished writer, by suicide. In Germany—Bishop Saibier, a learned theologian; Frederic de Gentz, Aulic Counsellor; Zeller, the friend of Goethe; and the latter distinguished personage himself. Switzerland—Bonstetten the philosopher, and friend of Haller, Muller, &c.; and Naeff, the founder of the deaf and dumb school of the Canton de Vaud. In Italy—Count de Saurau, Austrian Minister at Tuscany; Cardinal Pacca; Prince Camille Borghese, brother-in-law of Napoleon; and the Abbe Angelo Cesars, astronomer at Milan. In France—M. Cassimir Perrier, prime minister; General Lamarque the republican liberal; Marquis de Chauvelin, defender of the same cause; M. de Martignac, minister of Charles X.; the duke de Montesquieu, minister of Louis XVIII.; Gen. Belliard, French Plenipotentiary at Brussels; Cuvier, the naturalist; Champollion the Egyptian antiquary; Remusat, the oriental scholar; Garcia, the composer, father of Malibran, and tutor of Adolphe Nouritt; Gen. Ballasteros; and the Prince of Castelcicala; besides many others of less note.

A motion was once made during the great rebellion, that such as were chosen to serve in parliamentary troops should be faithful and skilful riders. Mr. Waller said, "he much approved the motion, for," added he, "*it is most necessary that* the riders be faithful, *lest they run away with the horses*,—and *skilful, lest their horses run away with them*."—[New Monthly.]

The Calmuck Tartars.—Calmuck women ride better than the men. A male Calmuck on horseback looks as if he was intoxicated, and likely to fall off every instant, though he never loses his seat; but the women sit with more ease and ride with extraordinary skill. The ceremony of marriage among the Calmucks is performed on horseback. A girl is first mounted, who rides off at full speed. Her lover pursues; and if he overtakes her, she becomes his wife, returning with him to his tent. But it sometimes happens that the woman does not wish to marry the person by whom she is pursued, in which case she will not suffer him to overtake her; and we were assured that no instance occurs of a Calmuck girl being thus caught, unless she has a partiality for her pursuer.—[Dr. Clarke's Travels in Russia, &c.]

Australasia.—Letters and papers from New South Wales, to 12th of March, state that the harvests had been good, and that supplies of all kind were abundant, particularly of vegetables, which, owing to the fineness of the season, were profuse, and selling at moderate prices. Wheat was from 4s to 5s 3d per bushel; beef from 3-4 to 1 1-2d per lb in the carcass, joint 2 1-2d to 4 1-2d; mutton, carcass, 2d to 2 1-2d, joint 3d to 4d; geese, 3s to 4s each; turkeys 4s to 7s each; fowls 1s 3d to 2s 9d per pair; ducks 2s 6d to 3s; butter 1s to 1s 6d; milk 6d per quart. Oranges, lemons, peaches, apricots, apples, pears, grapes, and melons, in abundance. The colonists were cultivating the vine with great success, and the number of vineyards had greatly increased.

POETRY.

SUMMER'S GONE.—*By Mrs. Norton.*

Hark! through the dim wood dying
With a moan,
Faintly the winds are sighing—
Summer's gone!
There, when my bruised heart feeleth,
And the pale moon her face revealeth,
Darkly my footstep stealeth,
To weep alone.
Hour after hour I wander,
By men unseen—
And sadly my young thoughts ponder
On what *hath* been.
Summer's gone!

There, in our own green bowers,
Long ago,
Our path through the tangled flowers
Threading slow;
Oft hand in hand entwining—
Oft side by side reclining—
We've watched in its crimson shining,
The sunset glow:—
Dimly the sun now burneth
For me alone—
Spring after spring returneth—
Thou art gone!—
Summer's gone!

Still on my worn cheek playeth
The restless breeze;
Still in its freshness strayeth
Between the trees.
Still the blue dreamlet gusheth—
Still the broad river rusheth—
Still the calm silence husheth
The heart's disease:
But *who* shall bring our meetings
Back again?
What shall recall thy greetings,
Loved in vain!
Summer's gone!

HOW TO MAKE LOVE.

Look—do not speak a word at first,
Then look once more and *try* to speak:
And then speak out—if speak you must,
Hope's strength will fail and leave you weak.
Then stammer forth a cold farewell;
Return, and you'll grow warm again;
What courage had not tongue to tell
Before, you'll sigh for now,—what then?
You'll go, and leave a warm adieu—
A coldness in the lady's heart—
Your glove with her—and she with you,
A strange reluctance thus to part.
In case you should return once more,
Take courage, she'll return your glove,
And leave it with you *at the door*,
And you will leave her her heart with *Love*.

☞ THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS will hereafter contain extracts from approved works upon the cultivation of *The Vine*, the rearing of Silk, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of *internal communication*.

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☞ The EXCHANGE HOTEL, Nos. 10 and 12 Broad street, New-York, by D. D. HOWARD, has been refitted, and is now ready to receive his friends from all parts of the Union.

He has also fitted up a Mansion House, in a delightful situation, on the high bank of the East River, about a mile from Wall-street, where his friends may enjoy the delightful air of the country, and still be within a convenient distance from the city. 31 3t

☞ AT BOSTON'S Old Establishment, No. 1 Wall street, may be had in any quantity *Boston's Boneset Cough Lozenges*—an excellent remedy for complaints of the lungs, coughs, and colds. Also, *Boston's Seidlitz Water*, a superior article in cases of dyspepsia, and all disorders arising from a deranged state of the digestive organs, &c.; it is put up in bottles, and may be transported to any part of the world, and kept for any length of time.

Also—superior Seidlitz Powders, Chloride of Soda, Chlorine Tooth Paste, and a great variety of other articles, manufactured by J. Boston, and sold wholesale and retail at No. 1 Wall street, by B. FREEMAN. 1st ⊕

☞ TOWNSEND & DURFEE, *Rope Manufacturers*, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co.; Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York,
1st mo. 22d, 1832. 13tf

RAILROAD IRON.

☞ The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several Incorporated Companies, have made such arrangements in England, where one of the Partners now is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON.

Philadelphia, Sept. 15th, 1831.

☞ They have on hand *Railway Iron Bars*, viz: 32 tons, of 1 inch by ½ inch—200 do. 1¼ by ½ inch—135 do. 1½ by ½ inch—300 do. 2 by ½ inch—9 do. 2½ by ½ inch—in lengths of 20 feet each, with 12 countersunk holes, and the ends cut to an angle of 45 degrees; 500 tons, of 2½ by ½ inch; with Splicing Plates and Nails, shortly expected.

This Iron will be sold duty free to State Governments and Incorporated Companies, and the drawback taken in part payment. 31 3m

A RAILROAD IN PRACTICAL OPERATION, *within ten miles of the City of New-York.*

THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Aquackanonk, a distance of 4¼ miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

PATERSON.			AQUACKANONK.		
At half past 7 o'clock,	A.M.		At half past 10 o'clock,	A.M.	
10	do	do	½ before 1	do	P.M.
3	do	P.M.	half past 3	do	do
4	do	do	5	do	do
half past 4	do	do	half past 6	do	do

ON SUNDAYS.

At 6 o'clock,	A.M.		At 7 o'clock,	A.M.	
half past 7	do	do	half past 8	do	do
9	do	do	half past 9	do	do
half past 12	do	P.M.	half past 1	do	P.M.
5	do	do	6	do	do
half past 6	do	do	half past 7	do	do

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 1s 6d.—Children under 12 years of age, half price.—Paterson, June 30th, 1832.

ELIAS B. D. OGDEN, Secretary.

NB.—Persons leaving Hoboken by the 8 o'clock Stage, for Aquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day. jy18

☞ The public are informed that, until further notice, the 12 o'clock and ½ before 6 o'clock P.M. trains from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. trains from Aquackanock, are, for the present withdrawn.

By order.
Paterson, July 26, 1832. E. B. D. OGDEN, Sec'y. 4t5

MARRIAGES.

MARRIED—On 12th ult. at St. Michael's Church, Bloomingdale, by the Rev. Augustus Fitch, Mr. Edmund W. Wells, to Mrs. Ann H. Hutton.

At Brooklyn, L. I. on the 27th September, by the Rev. Doctor McIlvaine, C. J. Henshaw, Esq. to Miss Cornelia, Middah, youngest daughter of the late A. Middah, Esq.

At Westpoint, on Saturday the 29th Sept. by the Rev. Thos. Warner, Lieut. H. Swartwout, U. S. Army, to Miss Mary M. daughter of Major R. Alden, of that place.

At Somerville, (N. J.) on Thursday evening, the 27th of September, by the Rev. A. H. Dumont, Daniel Barkalow, Esq. of Paterson, to Henrietta, daughter of the late Gen. John Swartwout, of New-York.

DEATHS.

DIED—On the 30th ult. *John Stidell*, Esq. aged 61 years, President of the Tradesmen's Fire Insurance Company. He was seized with cholera in the course of Saturday night, and died at 11 o'clock the following morning. The death of Mr. Stidell will be long lamented as one of the many afflicting that has occurred from cholera in this city. Well known and much respected by his townsmen generally, he was more particularly endeared to others, not less by the warmth of his friendships, and the benevolence of his disposition, than by his uncompromising integrity and spirited independence of character. To his bereaved friends, when they recover from the shock of this sudden stroke of calamity, it will be a solace to reflect that the worth which makes it to them irreparable, ensures its having been a gain to him: And the summons, however violent it may seem, can hardly be considered abrupt when it came to one every way so well prepared to meet it.

This morning, Oct. 4, after a short illness, Mr. *J. W. Palmer*, in the 45th year of his age.

On Tuesday morning, Oct. 2, of consumption, Merrick Marvin, in the 28th year of his age.

Yesterday morning, 25th instant, of the typhus fever, Mr. William Hoogland, Engraver, aged 27 years

Yesterday morning, 30th instant, of Consumption, Mrs. Frances Whitlock, wife of James Whitlock.

Sept. 30th, in the 58th year of his age, Louis Lemet.

Sept. 30th, Mr. Edwin L. Smith, Pilot, aged 32 years.

October 1st, of dropsy in the chest, Leslie Dewey, son of Mr Timothy Dewey, aged 11 years.

Last evening, at Throg's Neck, West Chester, Catherine Holeman, relict of the late John Holeman, aged 87.

At Brooklyn, L. I. on the 27th September, after a short illness, M. D. Beeket Kemps, late of Natchez, Mississippi.

At Eariish Kills, Newtown, L. I. on the 27th September, of Cholera, Mr. Charles Johnson, aged about 40 years; also his wife, Abby Johnson, aged about 30, and his eldest daughter, Cornelia Johnson, aged about 16. They all died in the short space of ten hours, and were interred in one grave.

At Alexandria, D. C., on the 19th Sept. Charles Huntington West, aged 3 years and 10 months, oldest son of John and Pamilla West.

Departed this life, on the 29th inst. at the residence of her son-in-law, the Hon. Josiah Quincy, in Cambridge, Mass., Mrs. Maria S. Morton, in the 95th year of her age, the mother of General Morton, of this city, and widow of John Morton, who, previous to the War of the Revolution, was a merchant of this city, and a member of the Provincial Congress. She was during a long life, distinguished for piety, and respected and beloved by a large circle of friends.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 180 persons during the week ending on Saturday last, 28th ult. viz.:—64 men, 43 women, 43 boys, and 30 girls—of whom 36 were of the age of 1 year and under, 16 between 1 and 2, 16 between 2 and 5, 6 between 5 and 10, 10 between 10 and 20, 29 between 20 and 30, 24 between 30 and 40, 13 between 40 and 50, 15 between 50 and 60, 10 between 60 and 70, 8 between 70 and 80, 3 between 80 and 90, and 1 between 90 and 100.—*Diseases*: Apoplexy 3, casualty 2, cholera morbus 3, cholera malignant 30, consumption 24, convulsions 11, diarrhœa 8, dropsy 8, dropsy in the head 8, dysentery 4, fever 7, fever bilious 2, fever bilious remittent 1, fever remittent 2, fever scarlet 1, fever typhus 4, flux infantile 24, fracture 1, hives or croup 1, inflammation of the bowels 5, inflammation of the brain 3, inflammation of the chest 2, intemperance 1, marasmus 4, mortification 4, old age 4, palsy 1, scirrhus of the liver 2, stillborn 6, syphilis 1, teething 8, unknown 2.

ABRAHAM D. STEPHENS, City Inspector.

The following are the weekly interments in this city since the 20th June—specifying the number from Cholera Malignant:

Week ending July 7—	191	interments,	of which	50	of Cholera
Do.	do.	14—	510	"	"	336 "
Do.	do.	21—	887	"	"	716 "
Do.	do.	28—	879	"	"	686 "
Do.	August 4—	480	"	"	383 "
Do.	do.	11—	457	"	"	281 "
Do.	do.	18—	444	"	"	223 "
Do.	do.	25—	391	"	"	178 "
Do.	Sept. 1—	324	"	"	139 "
Do.	do.	8—	285	"	"	201 "
Do.	do.	15—	291	"	"	198 "
Do.	do.	22—	238	"	"	73 "
Do.	do.	29—	180	"	"	50 "
Total since 20th June,			5,727	interments		3,447 of Cholera

PASSENGERS!

Departed in the ship George Clinton, for New Orleans: Arthur B Kensel, James Steward, Wm Cascadin, Egbert B. Smith, Wm Rutherford, I Mallon, I Silverberg, Lewis Bowre, Mrs Jamesen, Mrs Littleton, and two children.

In the ship Alabamian, for Mobile: Mr Stansbury and lady; Messrs Mott, Campbell, Bartlett, Ela, Colbert, Burnett, Hamilton, Muhlon, Chapman, Wilkinson, Stansbury.

Arrived, in brig Lawrence, frow Charleston, Charles Ewan, Roc Messrs Gadsden and Cole, Decs. Maurock, Messrs Walker, Anderson, White, and Capt L. Rout.

In the brig Adaline, from Gottenburg—John Wilson, wife, and child, M L Lorenson, O W Lorenson, M Lorenson, J P L Lorenson.

In the ship Congress, from Vera Cruz—B. O. Ledward, R. Thorn, and George Brownell, of England; A. Lounsbury, of New-York; R. Swart, and Master Duran, of Mexico.

In the ship Henry Kneeland, from New-Orleans; Mr. Chaddock and Mr. Bissett.

In the Brig Matilda, from Havanna—Capt. Leutner, late of the brig Tolson, sold at Havana.

In the schooner Martha, from Montego Bay, Jamaica—Mr and Mrs. Woodgate.

In the ship Napoleon, from Liverpool:—Mrs. Smith, Mr. Thomas Woodhead, Mr. Samuel Cochran, Joshua Dixon, New-York; Miss Donaldson and Mr. Wm. Donaldson, of Cincinnati; Mr. Edward Shaw and servant, of Dublin; Mr. R. Wainwright, Mr. P. Homer, Boston; Mr. Thomas Heath, Philadelphia; Mr N P Howell, Long Island; 14 in steerage.

Per ship Junior, from Liverpool—Dr. J. Hickman and lady, Messrs. G. Gay, C. Hickman, J. Bibora, T. J. Branagan, T. Dergave, M. Egan, and 84 in the steerage.

Per ship Tecumseh, from Havre—Mr T Debroine & lady, G W W Marsh, J Denoye, A Debart, and 6 in steerage.

Per ship William Drayton, Charleston—Madame De Lay, Madame Derseux, Madame Ducre, Mrs. Jackson, Miss McCready, and Robert, Messrs. J. Loudon, T. W. Cheesborough, J. Lawton, W. A. Howard, of U. S. Army, J. S. Worth, of U. S. Army, G. E. Atwell, J. McMurdy, J. Cobbett, J. R. Arhennurst, J. Thompson, H. C. Bonnatheon, W. C. Hayne, Capt. Wilkes, S. D. Dixson, N. G. Porter, J. C. Walker and son, and one in the steerage.

In the ship Queen Mabb, from Savannah—L. Sawyer, Miss C. Sawyer, S. B. Hill, J. H. McDonald, T. B. Weakes, Mrs Weakes, Mrs. North and child, Mr. and Mrs. Lewis and four children, J. Finley, Dr. F. Stevens, and H. Clark.

In the ship John Taylor, from Liverpool—E. L. Parsons and lady, Mrs. Merrill, R. L. Taylor, J. M'Donald, James Taylor H. Lingan, and 19 in the steerage.

In the ship Creole, from Liverpool—Mrs. Page, D. Annan, H. M'Farlane, Wm. Clayton Murray, and James Breath.

In the ship Dalmatia, from Greenock—J. Forrest, J. Currill, and 38 in the steerage.

In the brig Betsey & Jane, from Rio Janeiro—T. Brooks.

In the ship Erin, from Havre—Louis Bernard, Alexander Widekehr, J. J. Averseno, and 180 in the steerage.

SALES AT AUCTION OF REAL ESTATE.

By James Bleecker and Son—Sept. 24.

A gore of ground, S W corner of 8th avenue and 19th street, containing 40 feet on 8th avenue, 70 feet on 19th street, 59 feet in the rear, and 91 feet on the southerly side—sold for $1470.

NOTICE.

☞ NOTICE IS HEREBY GIVEN that Books of Subscription to the Capital Stock of "THE NEW-YORK AND ERIE RAILROAD COMPANY" will be opened on the 18th and 19th days of October next, at 10 o'clock A. M. at the Merchants' Exchange, in the city of New-York, and also at Manning's Hotel, in the village of Owego. The Shares are one hundred dollars each. A payment of five dollars on each Share is to be made at the time of subscription.

COMMISSIONERS—

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Stacy Beakes	John Magee,
Selah Reeves	

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, October 3d, 1832.

ASHES—				
Pot, 1st sort 1832..100 lbs	4 65	a	4 70
Pearl.....do	4 85	a	4 90
BEESWAX—				
White.....lb	40	a	—
Yellow.....do	18	a	20
BRISTLES—				
Russia, first sort.....lb	60	a	70
Do. common...do	20	a	40
American.....do	15	a	50
CANDLES—				
Mould, tallow.....lb	12½	a	13
Dipped.....do	11½	a	12
Sperm.....do	30	a	33
COAL—				
Liverpool.....chaldron	—	a	12 00
Scotch.....do	8 00	a	9 00
Sidney & Bridgeport..do	9 50	a	10 00
Albion.....do	8 50	a	9 00
Virginia.....do	8 00	a	10 00
Anthracite.....ton	8 50	a	10 00
COCOA—				
Caraccas.....lb	12	a	14
Trinidad.....do	5	a	6
St. Domingo.....do	4	a	—
Para.....do	5	a	—
COFFEE—				
Cuba.....lb	12½	a	15
Brazil.....do	13½	a	14½
Porto Rico.....do	13	a	15
Laguira.....do	12½	a	13
St. Domingo.....do	13	a	14
Java.....do	14	a	15
Jamaica.....do	13	a	14½
COPPER—				
Sheathing.....lb	22	a	23
Pig.....do	17	a	17½
Old.....do	17	a	17½
Bolt.....do	24	a	—
CORDAGE—				
Foreign.....lb	9½	a	11½
American.....cwt	10½	a	11
COTTON—				
New Orleans.....lb	10½	a	13
Upland.....do	9	a	12
Alabama.....do	9	a	12
Tennessee.....do	9½	a	10½
COTTON BAGGING—				
Hemp.....yd	13	a	21
Flax.....do	12	a	16
Do. American.....do	19	a	21
FEATHERS—				
Live, Foreign.....lb	14	a	20
Do. American.....do	35	a	40
FISH—				
Dry Cod.....cwt	3 75	a	3 00
Scale.....do	2 00	a	2 25
Pickled Cod.....brl	3 50	a	3 75
Do. Salmon...do	13 00	a	14 50
Smoked do.....lb	—	a	17
Mackerel No. 1.....brl	—	a	—
Do. No. 2.....do	4 50	a	4 75
Do. No. 3.....do	—	a	2 25
Shad, Conn. Mess...do	6 50	a	6 50
Do. Buckeport, do...do	—	a	6 25
Herrings.....do	2 00	a	2 25
Do. Smoked...box	50	a	1 15
FLAX—				
Russia.....lb	—	a	—
American.....do	9	a	11
FLOUR AND MEAL—				
NewYork supr'ne..brl	5 37½	a	5 50
Troy.....do	—	a	5 50
Western Canal.....do	5 68½	a	5 60
Philadelphia.....do	—	a	—
Baltimore Howard st.do	—	a	5 25
Richmond City Mills.do	—	a	—
Do. Country...do	5 62½	a	5 75
Alexandria & George-town.....do	5 50	a	5 12½
Fredericksburg.....do	—	a	5 75
Petersburg.....do	—	a	5 75
Scratched and fine...do	5 12½	a	5 37½
Fine middlings.....do	4 76	a	—
Rye Flour.....brl	4 37½	a	4 50
Indian Meal.....do	3 75	a	3 00
Do.....hhd	16 50	a	17 00
FRUIT—				
Raisins, Malaga...cask	7 00	a	8 00
Do. bloom...box	2 25	a	2 75
Do. muscatel...do	2 87½	a	3 00
Do. bunch.....do	3 25	a	3 50
Do. Smyrna.....lb	6	a	7
Currants, Zante.....do	8	a	9
Almonds, soft shell...do	11	a	12
Do. shelled.....do	13	a	17
Figs, Smyrna.....do	10	a	12
Filberts.....do	4	a	5½
Prunes Bordeaux.....do	14	a	18
Tamarinds.....do	3½	a	9
GRAIN—				
Wheat, North riv..bshl	—	a	—
Do. Genesee...do	1 13	a	1 15
Do. Virginia...do	1 10	a	1 12
Do. N. Carolina...do	1 06	a	1 10
Rye, Northern.....do	70	a	80
Corn, Yellow, North..do	75	a	80
Do. White, L. I. & N. J...do	75	a	78
Do. Southern.....do	71	a	74
Barley, North river..do	—	a	—
Oats, South & North..do	40	a	48
Peas, white dry...7 bshls	6 00	a	7 00
Do. black eyed.....do	—	a	—
Beans.....do	7 50	a	10 00
HEMP—				
Russia.....ton	190 00	a	200 00
Manilla.....do	—	a	220 00
Sisal.....do	—	a	—
American dew-rot...do	130 00	a	140 00
Yarns, Kentucky.....lb	9	a	—
HIDES—				
La Plata & R. Grande..lb	14	a	14½
Brazil.....do	11	a	12
Do. wet salted...do	6½	a	7
Tronoco.....do	—	a	13
W. India & Southern..do	10	a	12
S. A. Horse.....piece	1 85	a	1 43
HONEY—				
Havana.....gallon	46	a	48
HOPS—				
First sort, 1832.....lb	15	a	—
Second sort, do.....do	12	a	—
HORNS—				
Ox.....100	5 00	a	20 00
LEAD				
Pig.....lb	6½	a	6
Bar.....do	6	a	—
Sheet.....do	6½	a	6½
Old.....do	4½	a	4½
LEATHER—				
Sole, Oak tanned....lb	20	a	27
Do. Hemlock.....do	17	a	20
Do. damaged.....do	14	a	16
Upper, dressed.....side	75	a	2 75
Do. undressed...do	1 00	a	2 50
MOLASSES—				
Martinique & Guad..gall	30	a	33
English Islands.....do	30	a	33
Havana & Matanzas..do	28	a	31
Trinidad de Cuba...do	29	a	31
New Orleans.....do	32	a	35
NAILS—				
Cut, 4d to 10d.....lb	6½	a	—
Cut, 3d.....do	6½	a	7½
Cut, 2d.....do	8	a	8½
Wrought.....do	10	a	16½
OILS—				
Florence 30 flasks..box	5 00	a	5 25
French 12 bottles..bskt	3 00	a	4 12½
Olive.....gallon	95	a	1 00
Linseed, American...do	90	a	92
Do. Dutch.....do	90	a	92
Whale.....do	—	a	39
Do. refined.....do	40	a	45
Sperm, Summer.....do	—	a	93
Do. Winter.....do	1 05	a	1 10
Liver, Straits.....brl	16 00	a	—
Do. Shore & Bank..do	14 00	a	15 00
PROVISIONS—				
Beef, Mess.....brl	9 75	a	10 75
Do. Prime.....do	—	a	—
Do. Cargo.....do	4 25	a	4 50
Butter, N. Y. Dairy...lb	13	a	15
Do. Shipping.....do	11	a	12
Do. Philadelphia..do	—	a	—
Hog's Lard.....lb	8	a	10
Pork, Mess.....do	13 50	a	14 25
Do. Prime.....do	11 00	a	11 50
Do. Cargo.....do	9 50	a	10 00
Cheese, American...lb	5	a	7
Hams, Virginia.....do	10	a	11
Do. Northern.....do	9	a	10
RAGS—				
Foreign.....do	4	a	6½
Country.....do	3	a	5
RICE.....100 lb	3 75	a	4 25
SOAP—				
New-York, Brown...lb	5	a	6
Castile.....do	11	a	12
SPIRITS—				
Brandy, Otard & Co..gal	1 87½	a	—
Do. Rochelle...do	1 45	a	1 50
Do. Bordeaux...do	1 25	a	1 40
Rum, Jam. 4th proof..do	1 00	a	1 10
Do. St. Croix, 3d do..do	95	a	1 00
Do. Wind'wl. 2d do..do	85	a	87
Do. N. Orl'ns, 1st do..do	42	a	85
Do. N. Eng. 1st do..do	35	a	36
Gin, Holl'd, Meder & Swan	1 12½	a	1 15
Do. Hour Glass..do	—	a	1 12½
Do. Imperial...do	—	a	1 08
Do. Country.....do	37	a	45
Whiskey, Rye.....do	31	a	31½
Cider Brandy.....do	—	a	—
STEEL—				
German.....lb	10½	a	12½
English.....do	11	a	14
Trieste, in boxes...do	6	a	8½
American.....do	5½	a	6
SUGARS—				
British Island.....lb	7	a	9
St. Croix.....do	7½	a	10
New Orleans.....do	6½	a	7½
Havana, White.....do	9	a	11½
Do. Brown.....do	7½	a	8½
Do. Muscavado..do	7	a	7½
Porto Rico.....do	7½	a	8½
Brazil, White.....do	7	a	9
Do. Brown.....do	6	a	7
Manilla, Brown.....do	—	a	7½
Lump.....do	10	a	12
Loaf.....do	14	a	17
SUMAC—				
Sicily.....ton	65 00	a	70 00
Trieste.....do	30 00	a	35 00
American.....do	27 00	a	30 00
TALLOW—				
Foreign.....do	—	a	—
American.....do	8½	a	—
TORTOISE SHELL	11 00	a	12 00
WINES—				
Madeira.....gall	1 12½	a	2 50
Sherry.....do	80	a	2 00
Canary, Cogswell's..do	95	a	1 37½
Teneriffe L. P.....do	80	a	1 25
Do. Cargo.....do	60	a	75
Malaga, dry.....do	62	a	84
Do. sweet.....do	42	a	48
Claret.....cask	15 00	a	25 00
Do. in bottles...doz	2 25	a	6 00
Port.....gall	70	a	1 87½
Liston.....do	80	a	1 25
Marseilles Madeira...do	40	a	48
Catalonia.....do	31	a	38
WOOL—				
Merino, Am. fleece...lb	40	a	45
Do. pulled..do	37	a	40
Common.....do	25	a	30
Pulled, spinning....do	35	a	38
Lambs, 1st quality...do	37	a	40
Do. 2d quality...do	26	a	32
Do. 3d quality...do	20	a	22